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OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. VICTOR H. METCALF, Secretary of the Navy,
BY
MR. CHARLES W. STEWART,
Superintendent Library and Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 22.
WEST GULF BLOCKADING SQUADRON
FROM JANUARY 1, 1865, TO JANUARY 31, 1866.
NAVAL FORCES ON WESTERN WATERS
FROM MAY 8, 1861, TO APRIL 11, 1862.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1908.

{

CONTENTS OF PRECEDING VOLUMES.

VOLUME 1.

Operations of the cruisers from January 19, 1861, to December 31, 1862.

VOLUME 2.

Operations of the cruisers from January 1, 1863, to March 31, 1864.

VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

VOLUME 4.

Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

VOLUME 5.

Operations on the Potomac and Rappahannock rivers from December 7, 1861, to July 31, 1865. Operations of the Atlantic Blockading Squadron from April 4 to July 15, 1861.

VOLUME 6.

Operations of the Atlantic Blockading Squadron from July 16 to October 29, 1861. Operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862.

VOLUME 7.

Operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

VOLUME 8.

Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

VOLUME 9.

Operations of the North Atlantic Blockading Squadron from May 5, 1863, to May 5, 1864.

VOLUME 10.

Operations of the North Atlantic Blockading Squadron from May 6 to October 27, 1864.

VOLUME 11.

Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

VOLUME 12.

Operations of the North Atlantic Blockading Squadron from February 2 to August 3, 1865. Operations of the South Atlantic Blockading Squadron from October 29, 1861, to May 13, 1862.

VOLUME 13.

Operations of the South Atlantic Blockading Squadron from May 14, 1862, to April 7, 1863.

VOLUME 14.

Operations of the South Atlantic Blockading Squadron from April 7 to September 30, 1863.

VOLUME 15.

Operations of the South Atlantic Blockading Squadron from October 1, 1863, to September 30, 1864.

VOLUME 16.

Operations of the South Atlantic Blockading Squadron from October 1, 1864, to August 8, 1865. Operations of the Gulf Blockading Squadron from June 7 to December 15, 1861.

VOLUME 17.

Operations of the Gulf Blockading Squadron from December 16, 1861, to February 21, 1862. Operations of the East Gulf Blockading Squadron from February 22, 1862, to July 17, 1865.

VOLUME 18.

Operations of the West Gulf Blockading Squadron from February 21 to July 14, 1862.

VOLUME 19.

Operations of the West Gulf Blockading Squadron from July 15, 1862, to March 14, 1863.

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VOLUME 21.

Operations of the West Gulf Blockading Squadron from January 1 to December 31, 1864.

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P R E F A C E .

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead

them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The twenty-first volume of the records (Series I, vol. 21), which has recently been published by the Department, gives the operations of the West Gulf Blockading Squadron from January 1 to December 31, 1864. The present volume (Series I, vol. 22) gives the operations of the West Gulf Blockading Squadron from January 1, 1865, to January 31, 1866, and the operations of the Naval Forces on Western Waters from May 8, 1861, to April 11, 1862.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., October, 1908.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may

not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

XIV ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
- * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
- Mortar Flotilla, under Commander Porter, U. S. N., 1862.
- Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
- * Mobile Defenses, under Flag-Officer Randolph, C. S. N.
- Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
- * Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
- * Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
- * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
- * Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
- * Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
- * Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
- * Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1, 1865, TO JANUARY 31, 1866.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Albatross.....	Fourth...	378	Screw steamer.....	95	6
Althea.....	Fourth...	72	do.....	15	1
Antona.....	Fourth...	565	do.....	59	5
Arizona.....	Third...	959	Side-wheel steamer.....	82	7
Arkansas.....	Third...	752	Screw steamer.....	75	1
Aroostook.....	Fourth...	507	do.....	83	7
Arthur.....	Fourth...	554	Sailing bark.....	32	5
Augusta Dinsmore.....	Third...	850	Screw steamer.....	66	4
Bienville.....	Second...	1,558	Side-wheel steamer.....	185	11
Bloomer.....	Fourth...	130	Paddle-wheel steamer.....	16	2
Bohio.....	Fourth...	197	Sailing brig.....	34	5
Buckthorn.....	Fourth...	123	Screw steamer.....	22	3
Carrabasset.....	Fourth...	202	Paddle-wheel steamer.....	45	6
Cayuga.....	Fourth...	507	Screw steamer.....	78	7
Charlotte.....	Fourth...	70	Schooner.....	14	2
Chickasaw.....	Fourth...	970	Ironclad.....	138	4
Cincinnati.....	Fourth...	512	do.....	154	13
Chocura.....	Fourth...	507	Screw steamer.....	80	7
Clematis.....	Fourth...	297	do.....	42	3
Cornubia.....	Fourth...	600	Paddle-wheel steamer.....	76	5
Corypheus.....	Fourth...	82	Schooner yacht.....	21	2

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

ORDER OF COMPILATION OF NAVAL WAR RECORDS. XV

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1, 1865, TO JANUARY 31, 1866—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Cowslip.....	Fourth..	220	Side-wheel steamer.....	36	3
Elk.....	Fourth..	162	Paddle-wheel steamer.....	162	6
Estrella.....	Fourth..	438	Side-wheel steamer.....	57	3
Fearnot.....	Fourth..	1,012	Storeship.....	45	1
Fort Gaines.....	Fourth..	80	Side-wheel steamer.....	56	4
Fort Jackson.....	Second..	1,770	do.....	193	11
Genesee.....	Third..	803	do.....	113	8
Gertrude.....	Fourth..	350	Screw steamer.....	68	8
Glasgow.....	Fourth..	252	Side-wheel steamer.....	30	5
Glide.....	Fourth..	232	Paddle-wheel steamer.....	45	6
Grand Gulf.....	Third..	1,200	Screw steamer.....	220	11
Hollyhock.....	Fourth..	300	Side-wheel steamer.....	42	3
Ida.....	Fourth..	104	Screw steamer.....	(*)	1
Itasca.....	Fourth..	507	do.....	70	6
J. C. Kuhn.....	Fourth..	888	Sailing bark.....	61	4
Jasmine.....	Fourth..	122	Screw steamer.....	19	2
John P. Jackson.....	Fourth..	787	Side-wheel steamer.....	99	5
Kanawha.....	Fourth..	507	Screw steamer.....	87	4
Katahdin.....	Fourth..	507	do.....	78	7
Kennebec.....	Fourth..	507	do.....	78	4
Kickapoo.....	Fourth..	970	Ironclad.....	123	4
Kineo.....	Fourth..	507	Screw steamer.....	81	6
Kittatinny.....	Fourth..	450	Schooner.....	66	6
Lackawanna.....	Second..	1,533	Screw steamer.....	298	14
Maria A. Wood.....	Fourth..	344	Schooner.....	25	2
Mercedita.....	Third..	776	Screw steamer.....	107	9
Metacomet.....	Third..	974	Side-wheel steamer.....	162	10
Meteor.....	Fourth..	221	Side-wheel steamer.....	44	6
Milwaukee.....	Fourth..	970	Ironclad.....	127	4
Monongahela.....	Second..	1,378	Screw steamer.....	176	11
Narcissus.....	Fourth..	101	do.....	19	2
New London.....	Fourth..	221	do.....	47	5
Nyanza.....	Fourth..	203	Paddle-wheel steamer.....	46	8
Octorara.....	Third..	829	Side-wheel steamer.....	118	10
Oneida.....	Third..	1,032	Screw steamer.....	166	12
Osage.....	Fourth..	523	Ironclad.....	142	2
Ossipee.....	Second..	1,240	Screw steamer.....	141	13
Owasco.....	Fourth..	507	do.....	91	5
Pampero.....	Fourth..	1,375	Ship.....	50	6
Pembina.....	Fourth..	507	Screw steamer.....	91	5
Penguin.....	Fourth..	389	do.....	71	7
Penobscot.....	Fourth..	507	do.....	62	4
Pink.....	Fourth..	184	do.....	29	3
Pinola.....	Fourth..	507	do.....	75	4
Pocahontas.....	Fourth..	694	do.....	173	6
Port Royal.....	Third..	805	Side-wheel steamer.....	131	10
Portsmouth.....	Third..	1,022	Ship.....	161	20
Potomac.....	Second..	1,726	do.....	331	42
Preston.....	Fourth..	428	Screw steamer.....	(*)	2
Princess Royal.....	Third..	828	do.....	90	7
Quaker City.....	Second..	1,600	Side-wheel steamer.....	163	7
R. R. Cuyler.....	Third..	1,202	Screw steamer.....	154	12

* No rolls.

XVI ORDER OF COMPILATION OF NAVAL WAR RECORDS.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1, 1865, TO JANUARY 31, 1866.—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
- Richmond.....	Second....	1,929	Screw steamer.....	261	22
Rodolph.....	Fourth....	217	Paddle-wheel steamer.....	60	6
Rose.....	Fourth....	96	Screw steamer.....	19	2
Sam Houston.....	Fourth....	66	Schooner.....	12	1
Sciota.....	Fourth....	507	Screw steamer.....	65	4
Sebago.....	Third....	832	Side-wheel steamer.....	148	10
Selma.....	Fourth....	590	Paddle-wheel steamer.....	99	4
Seminole.....	Third....	801	Screw steamer.....	104	9
Stockdale.....	Fourth....	188	Stern-wheel steamer.....	63	6
Tallahatchie.....	Fourth....	171	do.....	51	6
Trefoll.....	Fourth....	370	Screw steamer.....	44	2
Tritonia.....	Fourth....	202	Side-wheel steamer.....	26	3
Vincennes.....	Third....	700	Ship.....	162	10
Virginia.....	Fourth....	581	Screw steamer.....	61	7
William G. Anderson.....	Fourth....	593	Sailing bark.....	102	8
Winnebago.....	Fourth....	970	Ironclad.....	118	4

NOTE.—For disposition of vessels in the Gulf at the close of hostilities, see pages 252-256.

UNITED STATES VESSELS OF WAR SERVING IN THE WESTERN FLOTILLA, MAY 8, 1861, TO APRIL 11, 1862.

Name.	Rate.	Tonnage.	Class.	Guns.
Benton.....	Third....	1,000	Ironclad (center-wheel).....	16
Calro.....	Third....	512	do.....	13
Carondelet.....	Third....	512	do.....	13
Choctaw.....	Third....	1,004	do.....	4
Cincinnati.....	Third....	512	do.....	13
Conestoga.....	Fourth....	512	Side-wheel steamer.....	4
Dauntless*.....	Fourth....	50	Tug.....	None.
Essex.....	Third....	1,000	Ironclad (center-wheel).....	5
Great Western.....	Fourth....	800	Ordnance steamer (side-wheel).....	3
Judge Torrence.....	Fourth....	700	do.....	1
Lexington.....	Fourth....	448	Gunboat (side-wheel).....	6
Louisville.....	Fourth....	320	Gunboat (center-wheel).....	13
Maria Denning.....			Receiving ship, Calro, Ill.....	
Mound City.....	Third....	512	Ironclad (center-wheel).....	13
New Era.....	Fourth....	157	Screw steamer.....	6
Pittsburg.....	Third....	512	Ironclad (center-wheel).....	13
St. Louis†.....	Third....	512	do.....	13
Tyler.....	Fourth....	575	Gunboat (paddle-wheel).....	7
William H. Brown.....	Fourth....	800	Paddle-wheel steamer.....	1

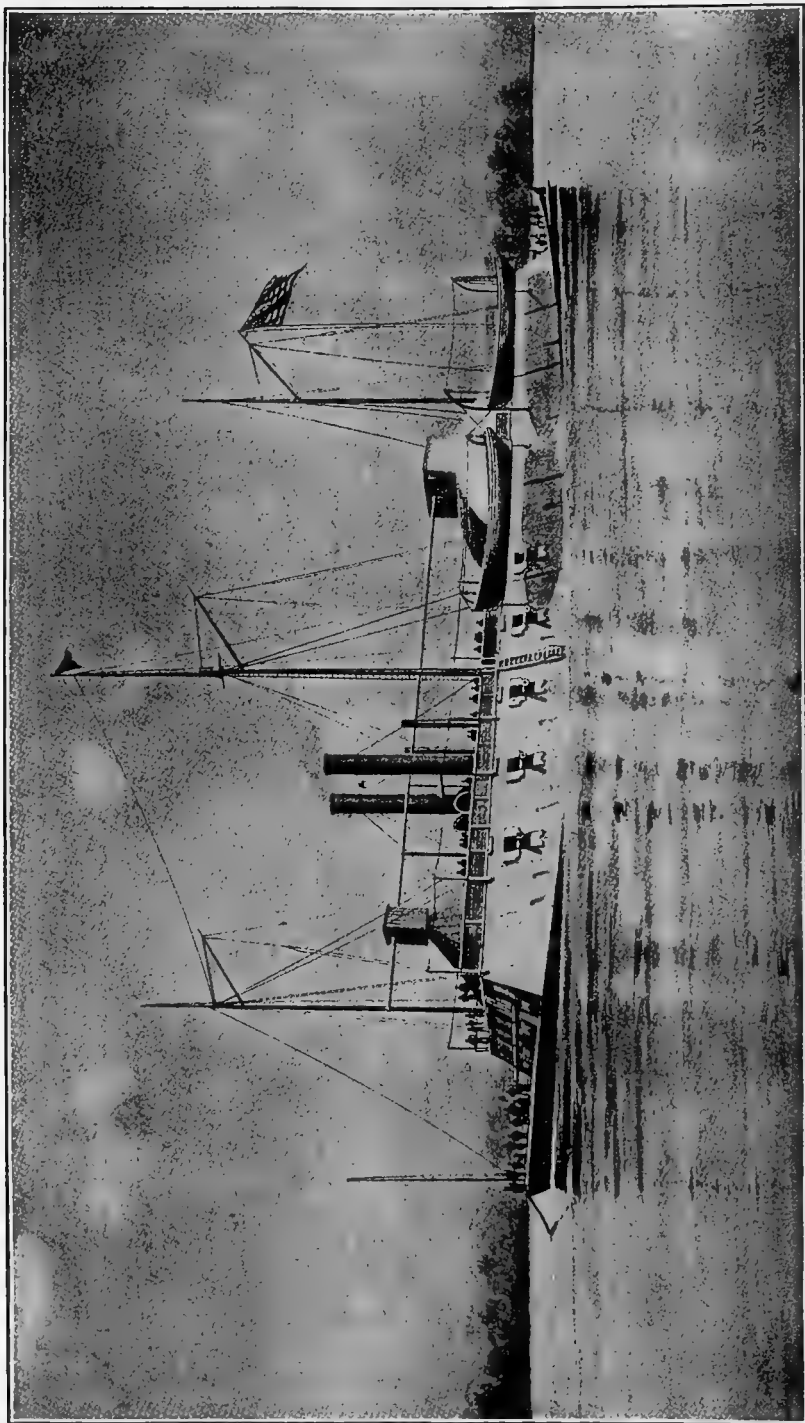
* Known officially as the Mignonette.

† Known later as the Baron de Kalb.

1861-62.													
MAY.							NOVEMBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
			1	2	3	4						1	2
5	6	7	8	9	10	11	3	4	5	6	7	8	9
12	13	14	15	16	17	18	10	11	12	13	14	15	16
19	20	21	22	23	24	25	17	18	19	20	21	22	23
26	27	28	29	30	31		24	25	26	27	28	29	30
JUNE.							DECEMBER.						
						1	1	2	3	4	5	6	7
2	3	4	5	6	7	8	8	9	10	11	12	13	14
9	10	11	12	13	14	15	15	16	17	18	19	20	21
16	17	18	19	20	21	22	22	23	24	25	26	27	28
23	24	25	26	27	28	29	29	30	31				
30													
JULY.							JANUARY.						
	1	2	3	4	5	6				1	2	3	4
7	8	9	10	11	12	13	5	6	7	8	9	10	11
14	15	16	17	18	19	20	12	13	14	15	16	17	18
21	22	23	24	25	26	27	19	20	21	22	23	24	25
28	29	30	31				26	27	28	29	30	31	
AUGUST.							FEBRUARY.						
				1	2	3							1
4	5	6	7	8	9	10	2	3	4	5	6	7	8
11	12	13	14	15	16	17	9	10	11	12	13	14	15
18	19	20	21	22	23	24	16	17	18	19	20	21	22
25	26	27	28	29	30	31	23	24	25	26	27	28	
SEPTEMBER.							MARCH.						
1	2	3	4	5	6	7							1
8	9	10	11	12	13	14	2	3	4	5	6	7	8
15	16	17	18	19	20	21	9	10	11	12	13	14	15
22	23	24	25	26	27	28	16	17	18	19	20	21	22
29	30						23	24	25	26	27	28	29
							30	31					
OCTOBER.							APRIL.						
		1	2	3	4	5			1	2	3	4	5
6	7	8	9	10	11	12	6	7	8	9	10	11	12
13	14	15	16	17	1								

1865.

JANUARY.							JULY.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7	2	3	4	5	6	7	8
8	9	10	11	12	13	14	9	10	11	12	13	14	15
15	16	17	18	19	20	21	16	17	18	19	20	21	22
22	23	24	25	26	27	28	23	24	25	26	27	28	29
29	30	31	-----	-----	-----	-----	30	31	-----	-----	-----	-----	-----
FEBRUARY.							AUGUST.						
5	6	7	1	2	3	4	6	7	1	2	3	4	5
12	13	14	8	9	10	11	13	14	8	9	10	11	12
19	20	21	15	16	17	18	20	21	15	16	17	18	19
26	27	28	22	23	24	25	27	28	22	23	24	25	26
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
MARCH.							SEPTEMBER.						
5	6	7	1	2	3	4	3	4	5	6	7	1	2
12	13	14	8	9	10	11	10	11	12	13	14	8	9
19	20	21	15	16	17	18	17	18	19	20	21	15	16
26	27	28	22	23	24	25	24	25	26	27	28	22	23
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
APRIL.							OCTOBER.						
2	3	4	5	6	7	1	1	2	3	4	5	6	7
9	10	11	12	13	14	8	8	9	10	11	12	13	14
16	17	18	19	20	21	15	15	16	17	18	19	20	21
23	24	25	26	27	28	22	22	23	24	25	26	27	28
30	-----	-----	-----	-----	-----	-----	29	30	31	-----	-----	-----	-----
MAY.							NOVEMBER.						
7	1	2	3	4	5	6	5	6	7	1	2	3	4
14	8	9	10	11	12	13	12	13	14	8	9	10	11
21	15	16	17	18	19	20	19	20	21	15	16	17	18
28	22	23	24	25	26	27	26	27	28	22	23	24	25
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
JUNE.							DECEMBER.						
4	5	6	7	1	2	3	3	4	5	6	7	1	2
11	12	13	14	8	9	10	10	11	12	13	14	8	9
18	19	20	21	15	16	17	17	18	19	20	21	15	16
25	26	27	28	22	23	24	24	25	26	27	28	22	23
-----	-----	-----	-----	-----	-----	-----	31	-----	-----	-----	-----	-----	-----



UNITED STATES STEAMER BENTON.

WEST GULF BLOCKADING SQUADRON.

FROM JANUARY 1, 1865, TO JANUARY 31, 1866.

WEST GULF BLOCKADING SQUADRON.

FROM JANUARY 1, 1865, TO JANUARY 31, 1866.

Report of Commodore Palmer, U. S. Navy, transmitting list of vessels composing the West Gulf Squadron.

No. 33.]

NEW ORLEANS, January 1, 1865.

SIR: I have the honor to enclose to the Department a list of vessels belonging to the West Gulf Squadron, with the number of their guns, the class to which they belong, their commanding officers, and present duty or station.

I am, sir, very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Stations of vessels composing the West Gulf Blockading Squadron, January 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona.....	5	Screw.....	Actg. Vol. Lieut. John F. Harden	Mobile Bay.
Arizona.....	7	Paddle wheel	Actg. Master H. Tibbits.	New Orleans.
Aroostook.....	7	Screw.....	Lieut. Commander Jos. S. Skerrett.	Do.
Althea.....	1	Screw.....	Actg. Ensign F. A. G. Bacon.	Mississippi Sound.
Arkansas.....	5	Screw.....	Actg. Vol. Lieut. David Cate.	New Orleans.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard.	Pensacola Bay.
Anderson, W. G.	8	Bark.....	Actg. Ensign R. H. Carey.	Do.
Augusta Dinamore.	4	Screw.....	Actg. Vol. Lieut. Miner B. Crowell	New Orleans.
Bienville.....	10	Paddle wheel	Commander J. R. M. Mullany.	Do.
Bloomer.....	2	Stern wheel...	Actg. Third Asst. Engineer Thos. G. Jones.	East Pass.
Buckthorn.....	2	Screw.....	Actg. Vol. Lieut. W. Godfrey.	Mobile Bay.
Bohio.....	3	Brig.....	Actg. Master Wm. M. Stannard.	Pensacola Bay.
Cayuga.....	7	Screw.....	Lieut. Commander Henry Wilson	Off Galveston.
Chickasaw.....	4	Ironclad.....	Lieut. Commander G. H. Perkins	Mobile Bay.
Chocura.....	4	Screw.....	Lieut. Commander R. W. Meade, jr.	Calcasieu Pass.
Cornubia.....	5	Paddle wheel	Actg. Vol. Lieut. John A. Johnstone.	New Orleans.
Carrabasset.....	6	Stern wheel...	Actg. Vol. Lieut. Ezra Leonard.	Berwick Bay.
Cowslip.....	3	Paddle wheel	Actg. Master Wm. T. Bacon.	Mississippi Sound.
Corypheus.....	2	Schooner.....	Actg. Master J. S. Clark.	Mobile Bay.
Charlotte.....	2	Schooner.....	Actg. Master's Mate A. Whiting.	Pensacola Bay.
Estrella.....	5	Paddle wheel	Actg. Master G. F. Pomeroy.	New Orleans.
Fearnot.....	5	Ship.....	Actg. Ensign A. Rich, jr.	Do.
Fort Gaines.....	4	Stern wheel...	Actg. Master John R. Hamilton.	Lake Pontchartrain.
Genesee.....	8	Paddle wheel	Lieut. Commander John Irwin.	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Master H. C. Wade.	Off Galveston.
Glide.....	6	Stern wheel...	Actg. Master L. S. Fickett.	New Orleans.
Glasgow.....	3	Paddle wheel	Actg. Master R. J. Hoffner.	Do.
Hollyhock.....	3	Paddle wheel	Actg. Ensign Franklin Ellms.	Do.
Itasca.....	4	Screw.....	Lieut. Commander Geo. Brown.	Do.
Ida.....	1	Screw.....	Pilot B. Tarbell.	Do.

WEST GULF BLOCKADING SQUADRON.

Stations of vessels composing the West Gulf Blockading Squadron—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty of station.
Jackson, J. P.	5	Paddle wheel.	Lieut. Commander B. Gherardi.	Mississippi Sound.
Jasmine.	2	Screw.	Actg. Ensign F. J. Brenton.	Pensacola Bay.
Kanawha.	4	Screw.	Lieut. Commander B. B. Taylor.	Pass Cavallo.
Katahdin.	7	Screw.	Actg. Master E. A. Terrell.	New Orleans.
Kineo.	6	Screw.	Lieut. Commander John Watters.	Do.
Kennebec.	5	Screw.	Lieut. Commander Trevett Abbot.	Pensacola Bay.
Kickapoo.	4	Ironclad.	Lieut. Commander M. P. Jones.	Off Galveston.
Kuhn, J. C.	4	Bark.	Actg. Ensign S. H. Newman.	Pensacola Bay.
Lackawanna.	14	Screw sloop.	Captain G. F. Emmons.	Off Galveston.
Metacomet.	10	Paddle wheel.	Lieut. Commander J. E. Jouett.	Cruising.
Milwaukee.	4	Ironclad.	Lieut. Commander Jas. H. Gillis.	Mobile Bay.
Monongahela.	11	Screw sloop.	Commander Jas. H. Strong.	Off Galveston.
Meador.	6	Stern wheel.	Actg. Master M. Jordan.	Pass à l'Outre.
Maria A. Wood.	3	Schooner.	Actg. Master John Ross.	Mobile Bay.
New London.	5	Screw.	Actg. Master Lyman Wells.	Calcasieu Pass.
Nyanza.	6	Stern wheel.	Actg. Vol. Lieut. C. A. Boutelle.	Berwick Bay.
Narcissus.	1	Screw tug.	Repairing.	Mobile Bay.
Octorara.	10	Paddle wheel.	Lieut. Commander W. W. Low.	Do.
Oneida.	12	Screw sloop.	Commander T. H. Stevens.	New Orleans.
Ossipee.	13	Screw sloop.	Commander W. E. Le Roy.	Pensacola Bay.
Owasco.	5	Screw.	Actg. Master T. B. Sears.	Do.
Pembina.	5	Screw.	Lieut. Commander J. G. Maxwell.	Sabine Pass.
Penguin.	7	Screw.	Actg. Vol. Lieut. Jas. R. Beers.	Pensacola Bay.
Penobscot.	4	Screw.	Lieut. Commander A. E. K. Benham.	San Luis Pass.
Pinola.	4	Screw.	Lieut. Commander Henry Erben.	Pensacola Bay.
Port Royal.	10	Paddle wheel.	Actg. Master T. M. Gardner.	New Orleans.
Princess Royal.	7	Screw.	Commander M. B. Woolsey.	Off Galveston.
Pocahontas.	6	Screw.	Actg. Master E. E. Pendleton.	New Orleans.
Pampero.	6	Ship.	Actg. Master O. Colburn.	South West Pass.
Portsmouth.	18	Sloop.	Commander L. C. Sartori.	New Orleans.
Potomac.	42	Frigate.	Commander Alex. Gibson.	Pensacola Bay.
Richmond.	22	Screw sloop.	Captain T. A. Jenkins.	Mobile Bay.
Rodolph.	6	Stern wheel.	Actg. Master N. M. Dyer.	Mississippi Sound.
Rose.	2	Screw tug.	Actg. Ensign W. D. Maddocks.	Do.
Sciota.	4	Screw.	Actg. Vol. Lieut. J. W. Magune.	Pensacola Bay.
Sebago.	10	Paddle wheel.	Lieut. Commander Wm. E. Fitzhugh.	Mobile Bay.
Selma.	4	Paddle wheel.	Lieutenant A. R. Yates.	New Orleans.
Seminole.	9	Screw sloop.	Commander A. G. Clary.	Rio Grande.
Stockdale.	6	Stern wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mississippi Sound.
Sam Houston.	1	Pilot boat.	Actg. Vol. Lieut. and Pilot Martin Freeman.	Mobile Bay.
Tallahatchie.	6	Stern wheel.	Actg. Master T. J. Linnikin.	Mississippi Sound.
Tritonia.	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggins.	Mobile Bay.
Virginia.	7	Screw.	Actg. Vol. Lieut. C. H. Brown.	Off Galveston.
Vincennes.	10	Sloop.	Lieut. Commander C. H. Greene.	Ship Island.
Winnebago.	4	Ironclad.	Lieut. Commander W. A. Kirkland.	Mobile Bay.

a On leave.

Order of the Secretary of the Navy to Commodore Palmer, U. S. Navy, regarding tugs for the West Gulf Squadron.

NAVY DEPARTMENT, *January 3, 1865.*

SIR: I have received your No. 17, representing that more tugs are needed in the West Gulf Squadron.

If there are tugs at New Orleans that can be procured, and you consider them suitable for the service, you will have them examined and appraised and report the result to the Department, furnishing the age of machinery and hull and other important data with regard to them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore JAS. S. PALMER,
*Commanding (pro tem) West Gulf Blockading Squadron,
New Orleans.*

Capture of the schooner Mary Ellen, January 3, 1865.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha.

U. S. GUNBOAT KANAWHA,
Off Velasco, Tex., January 3, 1865.

SIR: I have the honor to report that about 1:15 a. m. this morning, while lying in 6 fathoms water, Velasco bearing W. S. W. $\frac{1}{2}$ W., compass, distant about 5 miles, I discovered a schooner about 500 yards from me, standing to the W., the wind at the time being light from the southward. The stranger discovered us apparently about the same time that we did him, and immediately tacked and stood offshore to the eastward. I at once got underway and gave chase, and brought him to at about 1:45 a. m. by firing a shot across his bows. She proved to be the schooner *Mary Ellen*, from Matamoras, cleared for New Orleans, her papers apparently correct; but from the track made since leaving the Rio Grande, together with documents found on board, and the fact that she was standing in for Velasco when she was discovered (although the wind was fair for New Orleans), left no doubt in my mind that it was her intention to violate the blockade. I therefore seized her and sent her into New Orleans for adjudication.

The *Mary Ellen* is a schooner of 173 tons, and had no cargo on board.

I am, sir, very respectfully, your obedient servant,

B. B. TAYLOR,
Lieutenant-Commander.

HON. CIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha.

U. S. GUNBOAT KANAWHA,
Off Velasco, Tex., January 7, 1865.

SIR: I seize the opportunity offered by the *Arkansas* of informing you that on the morning of the 3d instant I captured the schooner *Mary Ellen*, of Montreal, while trying to run into Velasco. The *Mary Ellen* is quite a large schooner (173 tons), but was in ballast. She was commanded by one Cooper, a notorious blockade runner, the same who was captured in the schooner *Lilly* a few months ago while trying to make his way into Velasco. I dispatched the *Mary Ellen* on the 3d in charge of a competent crew for New Orleans.

I am, sir, very respectfully, your obedient servant,

B. B. TAYLOR,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Commanding 2d Division West Gulf Blockading Squadron,
U. S. S. Lackawanna, off Galveston, Tex.

Report of Acting Master Wade, U. S. Navy, commanding U. S. S. Gertrude, regarding the chase of a vessel off Galveston.

U. S. S. GERTRUDE,
Off Galveston, Tex., January 4, 1865.

SIR: I respectfully submit the following report: At 2:25 this morning I discovered a strange sail bearing N. by W. $\frac{1}{2}$ W., running in. Immediately went to quarters, slipped the cable, and gave chase. At the same time fired two shots. Finding the water shoaling, I did not deem it prudent to run farther in. I then ran out into $3\frac{1}{2}$ fathoms and anchored.

I am, sir, very respectfully, your obedient servant,

H. C. WADE,
Acting Master, Commanding.

Commander M. B. WOOLSEY,
Senior Officer off Galveston, U. S. S. Princess Royal.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Seminole, regarding the seizure of American schooner in Mexican waters, and other matters, off Brazos Santiago, Tex.

U. S. S. SEMINOLE,
Off Brazos Santiago, Tex., January 4, 1865.

MY DEAR SIR: I have but little to communicate, and probably the first item may have been reported to you by Lieutenant-Commander Wilson.

I allude to the seizure of an American schooner on the 2d ultimo by piratical rebels in Mexican waters, the master being ashore at the time. She had cargo aboard. Have not heard of the schooner or her own crew since. Brigadier-General Pile has, I learn, made application to Mexican authorities in reference to this seizure. It occurs to me to advise Mexican officials upon the instance of another capture to threaten them with reprisals.

From our scouts and stragglers to our lines here we learn that the Mexicans are rendering up all rebel deserters and refugees to rebel authority in Texas.

The three-masted scow that ran into the river here in a norther fetched up on the Federal side, but a line was made fast to her from the other shore and hauled over safe by the Mexicans and rebels. I presume she had run out of some port to the northward with 70 bales cotton.

During the norther of the 31st ultimo many of the fleet anchored at the river put to sea. They are now standing back; one, a schooner (English), lost her anchors; went ashore here last night. I sent boats to her this morning. She has 100 bales cotton aboard. The wreckers may save her cotton if the weather continues favorable. The schooner will be a total loss. A bark capsized during the gale and is now ashore, completely buried in the sand. It is said she had 1,400 bales cotton on board; they will have to blow her up to get it out.

January 8.—The schooner ashore here has bilged; the cotton has been landed; how it is to be disposed of has not been decided. The general has five or six bales picked up from other sources, which he

proposes to ship by quartermaster's transport to New Orleans, forwarding a statement of its recovery, etc. In this case should dispatch an officer from this ship in charge to represent the Navy.

I regret to state we have only seven days' coal remaining from this date (8th). It happened in this wise: all our firewood being stowed in one of the bunkers, and without my knowledge. I hardly anticipate this statement reaching you in time to be relieved; shall therefore return up the coast at the last moment. We have two or three men whose term of service has expired, one of whom, a marine, has been enlisted four years. With these we shall be some sixteen or eighteen short of our complement; 4 seamen, 4 ordinary seamen, and 8 landsmen will suffice.

The master of the American schooner *Empire State*, of Bangor, Me., requested to be permitted to go into the Brazos to repair, which was granted, she having no cargo.

I apprehend our engines will be crippled entirely, both the main and donkey pumps so worn and corroded; they require constant repairs and patching and will be soon beyond any remedy. Nearly two months since made application for a new donkey pump, but even then it could not be fitted without facilities of the workshop. The ship leaks eight or nine feet per day, and the bilge is choked up between the forward and after holds. We keep two pumps going night and day; still we have 12 inches water in one of the coal bunkers and swashing under the boilers.

I shall ask the general here to allow the next transport going north to convey this communication off Galveston. As about to close this the *Arkansas* hove in sight, and, during one of the most severe northers of the season, managed to get a boat to her by hauling it back with a buoyed line.

January 10.—Still heavy weather and no communication to the supply steamer. Am in hopes the gale will moderate sufficiently to get the steamer off north during the night.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Captain EMMONS.

Letter from the Secretary of the Navy to Commodore Palmer, U. S. Navy, forwarding copy of letter containing a reflection upon officers of the Navy on the blockade of Galveston.

NAVY DEPARTMENT, January 5, 1865.

SIR: I transmit herewith a copy of a communication * addressed to the Adjutant-General of the Army by a Lieutenant-Colonel [David] Branson, Sixty-second Regiment U. S. Colored Infantry, and referred to this Department, in which there is a reflection in general terms upon officers of the Navy on blockade duty off Galveston, Tex.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore JAMES S. PALMER,
Commanding (pro tem.) West Gulf Blockading Squadron.

* See Vol. 21, p. 778.

Report of Lieutenant-Commander Gherardi, U. S. Navy, senior officer off Pascagoula, regarding proposed seizure of schooner engaged in transportation of cotton.

U. S. S. J. P. JACKSON,
Off Pascagoula, January 5, 1865.

SIR: I enclose you a copy of an order received this morning from Naval Headquarters, New Orleans, which I have obeyed. I also received an order to send the paymaster of this vessel to New Orleans as a witness in the case of Acting Volunteer Lieutenant Pennington.

I have to report that there are on Horn Island 36 bales of cotton and about 100 barrels of rosin, said to belong to a Mr. Hotchkiss, who is at present in New Orleans. I enclose you a copy of the only order I can find in regard to it. On Round Island there are about 3,000 pounds of cotton in bags, claimed by a Spaniard, who calls himself Palermo. I can not find out by whose permission it was landed. Palermo owns a schooner and has a pass permitting him to trade between Lakeport, Mobile Point, and Pensacola. I intend seizing his schooner, and arrest him on the ground of illegal trading.

I am very much in want of coal. I have hauled my fires, having given the *Rose* all the coal I could spare. The Army has returned what they owed, and I have had to borrow some from them for the tinclads. When men's time expires shall I send them to the *Potomac* to await transportation north? Many of them desire to be discharged in New Orleans. As Commodore Palmer's order grants permission to do so, I intend granting their request.

One engineer reported a few days since for duty on board of the *Rose*. The one you sent yesterday I shall order to the *Rodolph* in the place of Mr. [Levi] Robbins.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander and Senior Officer.

Captain T. A. JENKINS,
Comdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Lieutenant-Commander Kirkland, U. S. Navy, regarding the dispatching of foraging party to Bon Secours, Ala.

U. S. S. WINNEBAGO,
Mobile Bay, January 5, 1865.

SIR: One of the boats belonging to this vessel this morning picked up the corpse of a man, which I immediately sent on shore and buried. It was recognized as that of a seaman belonging to the *Maria Wood*, who fell overboard on Friday last. I also have a contraband who came on board this morning, and left Bon Secours a day or two since. He appears intelligent, and mentions that several sloops and sailboats belonging to rebels, in the above-named vicinity, have been raised (they were sunk), and also that there are some 50 barrels of turpentine and 2 copper distillers which belong to rebels, and can be secured without difficulty, as there are no rebel soldiers near. I have sent a foraging party, about 33 strong, to pick up anything that might be of value to us. The boy states that the copper kettles are very

heavy (seven or eight hundred pounds each). It will be a night operation, and the contraband says there are no obstacles in the way of complete success.

I am, very respectfully, your obedient servant,

WM. A. KIRKLAND,
Lieutenant-Commander, Commanding.

Captain THORNTON A. JENKINS,
Comdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Lieutenant-Commander Kirkland, U. S. Navy, regarding articles captured by foraging party in Bon Secours Bay, Ala.

U. S. S. WINNEBAGO,
Mobile Bay, January 15, 1865.

SIR: On the 5th instant a boat expedition of three boats and 33 men, under the command of Acting Ensign Michl. Murphy, left this vessel and went to Bon Secours Bay, outside of our army lines, and in rebel territory, where they captured the following (rebel) property, viz: Two copper distillery kettles; 1,280 pounds copper pipes; 4 sloop boats, with spars and rigging.

The boats returned after an absence of about forty-eight hours, having met no armed opposition.

Respectfully,

WM. A. KIRKLAND,
Lieutenant-Commander, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Lieutenant-Commander Gherardi, U. S. Navy, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, for the seizure of schooner Isabella.

U. S. S. J. P. JACKSON,
East Pascagoula, January 7, 1865.

SIR: You will be pleased to arrest Mr. Palermo, who claims to run the schooner *Isabella*. You will also seize the schooner and send her alongside of me.

Very respectfully,

BANCROFT GHERARDI,
Lieutenant-Commander.

Acting Master N. M. DYER,
Commanding U. S. S. Rodolph.

Report of Acting Master Devoe, U. S. Navy, transmitting cipher of Confederate Signal Corps.

WILLARD'S HOTEL,
Washington, January 7, 1865.

SIR: In consequence of information received from New York last evening, I am compelled to return there at once.

Enclosed please find the rebel cipher, with directions how to use it.
I will send you the other cipher, etc., from New York.

Respectfully, etc.,

J. B. DEVOE,
Acting Master, U. S. Navy.

Hon. G. V. Fox,
Assistant Secretary of Navy.

Please forward the enclosed.

[Enclosure.]

Cipher used in Confederate Signal Corps.

The new key not known.

The new key word is "Complete Victory."

The old key was "Manchester Bluff," to be used as follows:

Write under each letter of the message to be sent the letter of the key word, and repeating it as often as the number of letters in each sentence of the message requires and always commencing a new sentence with the first letter of the key word. Find in the table the first letter of the message perpendicularly under the letter A. Then find the first letter of the key word horizontally opposite A. The letter at the intersection of the horizontal and perpendicular columns starting from the two letters thus found will be the cipher letter to be written in place of the true letter. The same process is required for each letter when the message becomes complete.

To interpret such a cipher the process must be reversed. Write as before the letters of the key word under those of the cipher. Take the first letter of the key word in the table opposite A and trace down that column till the first letter of the cipher is found. The letter opposite this and perpendicularly under A will be the first of the message. So on till the message is completed.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A
C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B
D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C
E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D
F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E
G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F
H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G
I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H
J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I
K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J
L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K
M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L
N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M
O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N
P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y

Letter from Major-General Granger, U. S. Army, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, requesting assistance in securing rations for his command.

HDQRS. DIST. OF WEST FLORIDA AND SOUTH ALABAMA,
January 12, 1865.

CAPTAIN: My command is entirely out of rations at the front, and I have to request that you run over to West Pascagoula, take on a load, and deliver it at Griffin's and Elder's ferries as speedily as possible.

All our rations on hand here are on board the *Tamaulipas*, hopelessly aground on the bar.

I am, captain, very respectfully, your obedient servant,

G. GRANGER,
Major-General, Commanding.

Captain DYER, U. S. Navy.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Seminole, regarding the capture of Confederate schooner Josephine.

U. S. S. SEMINOLE,
Off Brazos Santiago, Tex., January 14, 1865.

SIR: I have the honor to report the capture of the rebel schooner *Josephine*, Samuel L. Townsend, master, of and from Galveston, Tex., bound to Matamoras, Mexico, with 134 bales cotton on board, off this port, and distant about 4 miles, this instant. The only paper we find on board is a rebel register (42 tons burden); no flag.

The master and crew are all rebel citizens of Texas. I shall dispatch her to New Orleans, La., in charge of Acting Master William A. Maine, for adjudication. Accompanying this is the prize crew list for the same.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, transmitting list of vessels composing the West Gulf Squadron.

NEW ORLEANS, January 15, 1865.

SIR: I have the honor to enclose to the Department a list of vessels belonging to the Western Gulf Squadron, with the number of their guns, the class to which they belong, their commanding officers, and present duty or station.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of vessels within the limits of the West Gulf Squadron, January 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona	5	Screw	Actg. Vol. Lieut. J. F. Harden	Mobile Bay.
Arizona	7	Paddle wheel	Acting Master H. Tibbits	New Orleans.
Arroostook	7	Screw	Lieut. Commander J. S. Skerrett	Do.
Althea	1	Screw	Acting Ensign F. A. G. Bacon	Mobile Bay.
Arkansas	5	Screw	Actg. Vol. Lieut. D. Cate	New Orleans.
Augusta Dinamora	4	Screw	Actg. Vol. Lieut. M. B. Crowell	Do.
Arthur	6	Bark	Actg. Master J. E. Stannard	Pensacola Bay.
Anderson, W. G.	8	Bark	Acting Ensign R. H. Carey	Do.
Bienville	10	Paddle wheel	Commander J. R. M. Mulany	Coast of Texas.
Bloomer	2	Stern wheel	Actg. 3d Asst. Eng. T. G. Jones	East Pass.
Buckthorn	2	Screw	Actg. Vol. Lieut. W. Godfrey	Pensacola Bay.
Bohio	.....	Brig.	Actg. Master W. M. Stannard	Mississippi Sound
Cayuga	7	Screw	Lieut. Commander H. Wilson	Off Galveston.
Chickasaw	4	Ironclad	Lieut. Commander G. H. Perkins	Mobile Bay.
Chocura	4	Screw	Lieut. Commander R. W. Meade, jr	Calcasieu Pass.
Cornubia	5	Paddle wheel	Actg. Vol. Lieut. John A. Johnston	New Orleans.
Carrabasset	8	Stern wheel	Actg. Vol. Lieut. Ezra Leonard	Berwick Bay.
Cowslip	3	Paddle wheel	Actg. Master Wm. T. Bacon	New Orleans.
Corypheus	2	Schooner	Pilot Wm. Stewart	Mobile Bay.
Charlotte	2	Schooner	Actg. Master's Mate A. Whiting	East Pass.
Estrella	5	Paddle wheel	Actg. Master G. P. Pomeroy	New Orleans.
Elk	6	Stern wheel	Actg. Vol. Lieut. N. Kirby	Lake Pontchartrain.
Fearnot	5	Ship	Actg. Ensign A. Rich, jr	New Orleans.
Fort Gaines	4	Stern wheel	Actg. Master John Hamilton	Lake Pontchartrain.
Genesee	8	Paddle wheel	Lieut. Commander John Irwin	Mobile Bay.
Gertrude	8	Screw	Actg. Master H. C. Wade	Off Galveston.
Glide	6	Stern wheel	Actg. Master L. S. Fickett	New Orleans.
Glasgow	3	Side wheel	Actg. Master R. J. Hoffman	Do.
Hollyhock	3	Side wheel	Actg. Ensign Frank Ellms	Do.
Itasca	4	Screw	Lieut. Commander Geo. Brown	Do.
Ida	1	Screw	Pilot Benj. Tarbell	Do.
Jackson, J. P.	6	Side wheel	Lieut. Commander B. Gherardi	Mississippi Sound.
Jasmine	2	Screw	Actg. Ensign F. J. Brenton	Pensacola Bay.
Kickapoo	4	Ironclad	Lieut. Commander M. P. Jones	Mobile Bay.
Kanawha	4	Screw	Lieut. Commander B. B. Taylor	Pass Cavallo.
Katahdin	7	Screw	Actg. Master E. A. Terrell	New Orleans.
Kineo	6	Screw	Lieut. Commander John Watters	Do.
Kennebec	5	Screw	Lieut. Commander T. Abbot	Pensacola Bay.
Kuhn, J. C.	6	Bark	Actg. Master A. C. Starrett	Do.
Lackawanna	14	Steam sloop	Captain G. F. Emmons	Off Galveston.
Kittatinny	6	Schooner	Actg. Ensign N. J. Blasdel	Pensacola Bay.
Metacomet	10	Paddle wheel	Lieut. Commander J. E. Jouett	Do.
Monongahela	11	Steam sloop	Commander Jas. H. Strong	Off Galveston.
Milwaukee	4	Ironclad	Lieut. Commander Jas. H. Gillis	Mobile Bay.
Meteor	6	Stern wheel	Actg. Master M. Jordan	Pass à l'Outre.
M. A. Wood	3	Schooner	Actg. Master John Ross	Mobile Bay.
New London	5	Screw	Actg. Master Lyman Wells	Calcasieu Pass.
Nyanza	6	Stern wheel	Actg. Vol. Lieut. C. A. Boutelle	Berwick Bay.
Narcissus	1	Screw	Repairing.	Pensacola Bay.
Octorara	10	Paddle wheel	Lieut. Commander W. W. Low	Mobile Bay.
Oneida	12	Screw sloop	Commander T. H. Stevens (on leave).	New Orleans.
Ossipee	13	Screw sloop	Commander W. E. Le Roy	Pensacola Bay.
Owasco	5	Screw	Actg. Master T. B. Sears	Do.
Pink	2	Screw	Actg. Master Saml. Belden	Mobile Bay.
Pembina	5	Screw	Lieut. Commander J. G. Maxwell	Sabine Pass.
Penguin	7	Screw	Actg. Vol. Lieut. Jas. R. Beers	Coast of Texas.
Penobscot	4	Screw	Lieut. Commander A. E. K. Benham	San Luis Pass and Velasco.
Pinola	4	Screw	Lieut. Commander H. Erben	Pensacola Bay.
Port Royal	10	Paddle wheel	Actg. Master T. M. Gardner	New Orleans.
Princess Royal	7	Screw	Commander M. B. Woolsey	Off Galveston.
Poehontas	8	Screw	Actg. Master E. Pendleton	New Orleans.
Pampero	6	Ship	Actg. Master A. Colburn	South West Pass.
Portsmouth	18	Sloop	Commander L. C. Sartori	New Orleans.
Potomac	42	Frigate	Commander Alex. Gibson	Pensacola Bay.
Richmond	22	Screw sloop	Captain T. A. Jenkins	Mobile Bay.
Rodolph	6	Stern wheel	Actg. Master N. M. Dyer	Mississippi Sound
Rose	2	Screw	Actg. Ensign W. D. Maddocks	Do.
Sciota	4	Screw	Actg. Vol. Lieut. J. W. Magune	Pensacola Bay.
Sebago	10	Paddle wheel	Lieut. Commander Wm. E. Fitzhugh	Mobile Bay.
Selma	4	Paddle wheel	Lieutenant A. R. Yates	New Orleans.
Seminole	9	Screw sloop	Commander A. G. Clary	Rio Grande.
Stockdale	6	Stern wheel	Actg. Vol. Lieut. Thos. Edwards	Mobile Bay.
Sam Houston	1	Schooner	Actg. Vol. Lieut. and Pilot M. Freeman	Pensacola Bay.
Tallahatchie	6	Stern wheel	Actg. Master T. J. Linnekin	Mississippi Sound.
Tritonia	1	Paddle wheel	Actg. Vol. Lieut. Geo. Wiggan	Mobile Bay.
Virginia	7	Screw	Actg. Vol. Lieut. C. H. Brown	Off Galveston.
Vincennes	10	Sloop	Lieut. Commander C. H. Greene	Ship Island.
Winnebago	4	Ironclad	Lieut. Commander W. A. Kirkland	Mobile Bay.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, in view of attempts to smuggle letters under flag of truce.

U. S. S. RICHMOND,
Mobile Bay, January 16, 1865.

SIR: You will be pleased to avail yourself of the first flag-of-truce boat that may be sent out by the rebels to inform the person in charge of her that it having been observed that, disregarding the notification that no letters would be received except those for or from prisoners of war and official communications to the commanding officer, many letters of private persons, as well as of those claiming to hold official positions among the rebels, have been found in the bundles marked "prisoners' letters," which, if repeated, will be followed by a positive order prohibiting the transmission of any letters by flag of truce except those addressed to the commanding naval officers through the lines within the limits of my command.

The recent attempt to "smuggle" letters under a flag of truce could not well be too harshly characterized.

Very respectfully,

THORNTON A. JENKINS,
Captain, Commanding First Division West Gulf Squadron.
Lieutenant-Commander W. W. Low,
Commanding U. S. S. Octorara,
Senior Officer, Upper Fleet, Mobile Bay.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, regarding the passage through the lines of cotton to be sold in New York for the benefit of Confederate prisoners.

U. S. S. RICHMOND,
Mobile Bay, January 16, 1865.

SIR: I send under convoy of the steam tug *Pink*, the old river steamer which was sent by the rebels outside of their obstructions at Dog River Bar with the cotton Lieutenant-General Grant, of the U. S. Army, gave permission to the rebel agent of exchange of prisoners at Richmond, Va., to send to our lines for transportation to New York to be sold for the benefit of rebel prisoners now held by the United States.

As soon after daylight as practicable to-morrow morning, you will be pleased to have this old steamer run under a flag of truce as near the place at which you received her as possible, and inform the person who may come out in answer to the flag of truce to receive her that the vessel then returned must be taken over the obstructions during daylight.

As this old steamer (it is reported to me) draws only a few inches of water, there can be no proper excuse for not taking her immediately within the limits of the rebel lines, and after the little and contemptible way in which Major-General Dabney H. Maury, commanding at Mobile, has behaved in regard to the delivering of this cotton, and especially in sending it in a different vessel from the one originally designated by him, and one wholly unsafe, after near three months' delay beyond the time set apart by himself for making the delivery, as if with the desire that the cotton should be lost or

damaged while in the possession of officers of the United States, no favor or courtesy should be extended to him, or those he is controlling, beyond the strict line demanded by official and personal self-respect.

This vessel must not be allowed to be taken in at night under any pretext.

Very respectfully,

THORNTON A. JENKINS,
Captain, Commanding First Division Western Gulf Squadron.
 Lieutenant-Commander W. W. Low,
Commanding U. S. S. Octorara,
Senior Officer, Upper Fleet, Mobile Bay.

Report of Acting Master Carr, U. S. Navy, commanding U. S. bark Horace Beals, of arrival at navy yard, New York.

U. S. BARK HORACE BEALS,
Navy Yard, New York, January 17, 1865.

SIR: I have the honor to report the arrival of the U. S. bark *Horace Beals*, under my command, this day at the navy yard, New York, from Pensacola, Fla.

On the 5th day of January, in latitude 33° 00' N., longitude 75° 36' W., picked up 14 bales of cotton and have brought the same to this port.

I am, very respectfully, your obedient servant,

JOHN P. CARR,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant-Commander Dubois, U. S. Navy, commanding U. S. S. Albatross, regarding injuries sustained en route to Philadelphia.

U. S. S. ALBATROSS,
Philadelphia, Pa., January 17, 1865.

SIR: I have the honor to report to you the arrival here of the U. S. S. *Albatross*, under my command.

On the 14th instant, while proceeding on our voyage from Portsmouth toward Mobile Bay, in latitude 40° N., longitude 73° W., we encountered a fierce gale, with heavy sea from N.W.; our smoke-stack and fore-topmast were blown away and boats badly injured.

With aid of our sails and what small amount of steam we could make without a pipe, with great difficulty we succeeded in reaching Delaware Breakwater.

The ship's hull, boilers, and machinery are uninjured, with the exception of a bad split in the channel-way casting, between the condenser and air pump. Enclosed I forward the engineer's report.

Most respectfully,

T. B. DU BOIS,
Acting Volunteer Lieutenant Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Palmer, U. S. Navy, regarding letter forwarded by the Department, containing a reflection upon the officers of the Navy on the Galveston blockade.

No. 46.]

NEW ORLEANS, January 18, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of January 5, 1865, transmitting to me a copy of a report made to the Adjutant-General of the Army, by a Lieutenant-Colonel [David] Branson, of the Sixty-second Regiment U. S. Colored Infantry, in relation to extraordinary proceedings said to be going on at Galveston.

The absurdity of the report is so obvious to me that, but from the fact of its being transmitted to me from the Department, I should not deign to notice it.

Intercourse between the blockading fleet and Galveston takes place but seldom, and that only by flag of truce outside the bar. I shall, however, send down the copy of this colonel's report to the commanding officer off Galveston, to see if he can trace any data on which so ridiculous a story could have been founded.

I take this occasion to observe that it has been reported in one of the New York papers that a blockade runner has lately got out of Mobile. This report is false; all the vessels which were there at the time of the capture of the forts are still there.

I am, respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Gherardi, U. S. Navy, regarding cotton and other matters.

U. S. S. J. P. JACKSON,

Off East Pascagoula, January 18, 1865.

SIR: General Granger has fallen back to the line of intrenchments indicated in the drawing I sent you in my letter of the 1st instant.

I informed you that I should detach one of the acting master's mates of the *Rose* and order him to the *Bohio*; but I found none of them knew anything about seamanship, so I ordered Acting Ensign David J. Starbuck, who was ordered to this vessel from the *Kineo* by Commodore Palmer. I have ordered Acting Master's Mate Plander from the *Rose* to this vessel.

I enclose you a copy of an order from Commodore Palmer, which was delivered in person by Mr. Hotchkiss; the schooner has been launched, and is now loading. Mr. Hotchkiss is to report to me before leaving for New Orleans. She will not be able to carry all the cotton at one load. The cotton on Round Island does not belong to Mr. Hotchkiss, nor can I find any owner for it. I shall refer the matter again to the commodore for further orders. Had I the means of

transportation, I would send it to the city and turn it over to the United States marshal.

I send by the *Cowslip* 2 barrels of raw tar for the use of the vessels in Mobile Bay. The tar I found on Round Island, but have not been able to find any owner for it.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander.

Captain THORNTON A. JENKINS,
Comm'dg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay, Ala.

Report of Lieutenant-Commander Gherardi, U. S. Navy, regarding cotton landed on Round Island, Mississippi Sound.

U. S. S. J. P. JACKSON,
Off Pascagoula; January 18, 1865.

SIR: I have the honor to inform you that I received your order of the 5th on the 13th instant. It was presented in person by Mr. Hotchkiss. The schooner has been launched, and is now being loaded. There is more cotton and rosin than she will be able to carry in one load. Your order says nothing about the rosin to be taken off the island. Since my first communication I have succeeded in finding out something about the cotton that has been landed on Round Island. It was landed by a Spaniard named Palermo. He claims to have had a pass from the late commander in chief. He says he has sold it to a Mr. J. Viose, living at the corner of Rampart and Esplanade streets. If I had the means of transportation I would send it to New Orleans, to be turned over to the United States marshal. General Granger has fallen back to his second line of intrenchments.

Very respectfully, your obedient servant,

BANCROFT GHERARDI.

Commodore J. S. PALMER,
Comm'dg. West Gulf Blockading Squadron, New Orleans, La.

Escape from Calcasieu River, Louisiana, of Confederate steamers Granite City and Wave and destruction of schooner Delphina; also chasing ashore of the Granite City off Velasco, Tex., January 20-22, 1865.

Report of Commodore Palmer, U. S. Navy, transmitting reports.

No. 70.]

NEW ORLEANS, February 8, 1865.

SIR: I have the honor to enclose herewith to the Department the report of Lieutenant-Commander R. W. Meade, commanding the *Chocura*, to his divisional officer (Captain Emmons), of the escape of the *Granite City* and *Wave* from Calcasieu Pass.

It is to be regretted that the broken-down condition of the vessels on the coast of Texas, latterly more inefficient by the recent heavy

gales, prevented Captain Emmons from having another vessel off Calcasieu Pass.

I also enclose (marked No. 2) the report of the commanding officer of the *Penguin* of the running ashore of the *Granite City* off Velasco, Tex.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. *Chocura*, regarding the escape of the steamers *Granite City* and *Wave*, January 20, 1865.

U. S. S. CHOCURA,
Off Calcasieu Pass, La., January 24, 1865.

SIR: I have the honor to report the following occurrences at this point:

The escape of the steamer *Granite City*, on the night of the 20th instant, and a fruitless pursuit of 60 miles on our part; the escape of the *Wave* on the same night; the cutting out and destruction of the three-masted schooner *Delphina*, on the night of 22d instant, by a force of 40 men in our launch and first cutter, under my personal command.

The night of 20th was dark, foggy, and rainy; the ship was anchored in 14 feet water as near the mouth of the Calcasieu as possible (2 miles). Our picket boat saw the *Granite City* (in fact was nearly run down by her) and burned the prescribed signals; but unfortunately it was so foggy that they were not seen by the ship, and the *Granite City* went off S. E. We only learned this the next morning early, and I at once gave chase S. E., but our boilers being in a disabled condition, and leaking badly, the speed of the ship was so much reduced that I reluctantly gave up the hope of overtaking the *Granite City* before she could make a port. The prisoners taken in the *Delphina* report that the *Granite City* had no cargo, and has gone into Galveston to load; that the *Wave* had a load of lumber for Rio Grande.

The disabled condition of this vessel rendered it quite impossible to blockade two steamers, and my dispatch of 16th instant to you, in which I expressed fears that they would give us the slip, notwithstanding our ceaseless vigilance, has been only too well realized. We have steam on only one boiler now, and the other may give out at any moment; the vessel absolutely needs to go into port. The *Delphina* being destroyed, leaves no vessel in Calcasieu, and the port is a very obscure one and little frequented. I shall proceed to Sabine Pass for coal, and lest we should break down entirely, I urgently request that you will send the vessel into some port at once. If this can not be done, I most respectfully feel myself constrained to request to be relieved of the command, as efficiency is not possible in the present condition of the *Chocura's* boilers, and my health is becoming seriously impaired

by nine months ceaseless and constant vigilance on this coast without proper diet and no relaxation.

Very respectfully, sir, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander, U. S. Navy.

Captain G. F. EMMONS, U. S. Navy,
Commanding 2d Division West Gulf Blockading Squadron.

Report of Acting Volunteer Lieutenant Beers, U. S. Navy, commanding U. S. S. Penguin,
regarding the chasing ashore of the steamer Granite City, January 21, 1865.

U. S. S. PENGUIN,
Off Velasco, Tex., January 21, 1865.

SIR: I respectfully report while lying off San Luis Pass to-day, at 2:30 p. m., the fog lifted, and [I] sighted a steamer burning black smoke bearing S. S. W., distance about 5 miles and steering W. S. W., and immediately got underway and gave chase, and soon made out the steamer to be the *Granite City*.

I soon ascertained by his maneuvering that he intended to run her on shore rather than be captured. I therefore followed the coast down in 3 fathoms of water, in hopes of forcing him offshore, as I was gaining on him very rapidly, and as soon as in range, opened fire from pivot gun, and forcing him to run on shore about a half a mile northward and eastward of the entrance to Velasco, under the enemy's batteries. At 3:50 p. m. commenced firing from our broadside guns at the distance of about 1,000 yards, with the enemy returning the fire from batteries on shore with about 5 guns, their projectiles going over and falling around us. And being of the opinion that the steamer could not be got off, and would eventually go to pieces, as there was a heavy sea rolling in and continually breaking over her, I did not think it was prudent to remain longer under the enemy's fire, as their guns were of longer range than ours.

She now lays broadside on, with her bow northward and eastward, with quite a list offshore. I should think by appearance that she is in two or three feet less water than she draws. I do not think she had any armament or cargo on board, as she was very light. I could see about 25 persons on board the *Granite City*. Ammunition expended: Nine rounds from 32-pounders, 10 from 20-pounder Parrotts, 11 from rifle howitzer (pivot).

Very respectfully, your obedient servant,

JAMES R. BEERS,
Acting Volunteer Lieutenant, Commanding.

Captain GEO. F. EMMONS, U. S. Navy,
Commanding 2d Division West Gulf Blockading Squadron.

Report of Commodore Palmer, U. S. Navy, transmitting additional report.

No. 71.]

NEW ORLEANS, *February 8, 1865.*

SIR: I have the honor to enclose herewith to the Department the report of Lieutenant-Commander R. W. Meade, commanding the

Chocura, of the capture and burning of the blockade running schooner *Delphina*, in Calcasieu River, on the night of the 22d ultimo.

I have commended Lieutenant-Commander Meade for his zeal and energy.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CHOCURA,

Off Calcasieu River, Louisiana, January 24, 1865.

SIR: I have the honor to report the complete success (without casualty) of an expedition, consisting of the launch, first cutter, and 40 men from this vessel, under my personal command, organized for the cutting out or destruction of a three-masted schooner lying in the second bend of the Calcasieu River, about 2½ miles from its mouth.

The night of 22d, chosen for the enterprise, was dark, cold, and drizzling (a norther blowing at the time). We left the ship at dark and pulled in silently for the river, but as we entered it we discovered the schooner coming down under sail, apparently to run the blockade. She was at once boarded and carried, but her captain unfortunately saw the boats when close aboard, and putting his helm hard down and letting fly his sheets ran the vessel hard ashore on the flats close to the beach and with a large force of the enemy near at hand. Six prisoners were at once secured, but I have reason to think several persons on board made their escape in a boat which was seen astern and pulling up the river rapidly.

The prize proved to be the schooner *Delphina* with a cargo of 180 bales of cotton. We made every effort to get her afloat by carrying out her anchor and lightening her of her deck load, but all our exertions were of no avail. The norther caused the water to fall so fast that in an hour she was in 1 foot water, and our launch having grounded, I deemed it best not to expose our people to an attack by the enemy in overwhelming force, and therefore fired the prize and returned to the ship with the prisoners. The conduct of the officers, Acting Ensigns [T. F.] Tracy and [Robert] Beardsley, and men was all that could be desired and the success complete. The prisoners report a force of 300 cavalry at this point, but say that since the escape of the *Granite City* they will be sent away. Eighty bales of cotton were thrown overboard and drifted out to sea. We fished up 30 yesterday.

Very respectfully,

RICHARD W. MEADE, Jr.,

Lieutenant-Commander, Commanding.

Commodore J. S. PALMER,

Commanding West Gulf Blockading Squadron.

Order of Captain Jenkins, U. S. Navy, to naval and military officers within the limits of his command, regarding the trading schooner Frutiere.

U. S. S. RICHMOND,
Mobile Bay, Alabama, January 22, 1865.

This paper may certify that the papers found on board the schooner *Frutiere*, V. Fauria, master, permitting him to go to Pascagoula for lumber for the Government, have been taken from him by me and will be sent to the commander in chief of the Western Gulf Squadron, No. 148 Canal street, New Orleans.

All navy officers within the limits of my command are hereby directed to prevent any trading with this vessel in the passage from this place to Lakeport, and all military commandants of ports are requested to do the same.

This vessel is hereby forbidden to stop at any port or place between this anchorage and Lakeport, except on account of stress of weather, and is strictly forbidden to communicate or trade with any person on his passage to Lakeport. This paper is to be shown to all officers fallen in with.

Any unnecessary delay in returning to Lakeport with the *Frutiere* and her crew and cargo and reporting at the naval headquarters with this paper, if discovered, will subject the vessel and cargo to seizure by any officer or vessel under my command.

THORNTON A. JENKINS,
Captain, Commanding First Division, West Gulf Squadron.

To the NAVAL and MILITARY OFFICERS of the United States between Mobile Bay (off Fort Morgan) and Lakeport (Lake Pontchartrain), La.

Order of the Secretary of the Navy to Commodore Thatcher, U. S. Navy, to proceed to New Orleans and assume command of the West Gulf Blockading Squadron.

NAVY DEPARTMENT, January 24, 1865.

SIR: As soon as you can complete your necessary arrangements you will proceed to New Orleans on one of the naval supply steamers or by some other speedy conveyance and relieve Commodore James S. Palmer of the command of the West Gulf Blockading Squadron, which was left in his charge by Vice-Admiral Farragut.

On taking command you will regard yourself as holding the appointment of acting rear-admiral, and can hoist your flag as such on any suitable vessel in the squadron.

Instructions will be given to Commodore Palmer to turn over to you all important papers and unexecuted orders pertaining to the command.

It is not improbable that military operations on the Gulf coast will soon be resumed. The repossession of Mobile and Galveston is an object much coveted, and you will endeavor to procure the early cooperation of the military commandant of the Department of the Gulf in a movement against those places, particularly against Galveston.

The latter port is now the only one on the Gulf coast where blockade runners may hope to carry out their schemes with any success, and the closing of Wilmington will drive them to that quarter.

If adequate military cooperation can not be secured at an early day for a movement against Galveston, you will lose no time in closing that port, so far as it can be done without actual possession, to the ingress and egress of vessels. It is feared that there is already an extensive trade carried on there. Rear-Admiral Porter has been instructed to send four of his swiftest steamers to the West Gulf Squadron for blockade duty off Galveston.

The Rio Grande is a great avenue through which supplies of every description reach the insurgents. Being a neutral highway, unscrupulous parties avail themselves of it to enrich themselves and aid the rebel cause. Vessels clear ostensibly for Matamoras, and even if their cargoes are landed there, they are transported to the opposite side of the river. Actual possession of the left bank of the Rio Grande is the only measure that would or can certainly check entirely this illicit traffic. But by vigilance and the maintenance of an adequate blockading fleet in the vicinity of the mouth of the river and in the route to and from Havana this trade may be seriously interrupted.

The Department relies much on your experience and judgment to conduct satisfactorily and efficiently this important and difficult portion of the duties pertaining to your command.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. K. THATCHER, U. S. Navy,
New York.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, regarding transfer of command.

U. S. S. RICHMOND,
1st Div. West Gulf Squadron, Mobile Bay, January 25, 1865.

SIR: I have the honor to report that I have been this day relieved from the command of this ship by Captain Theodore P. Greene, in obedience to your order of the 21st ultimo, and shall proceed to the North in the U. S. supply steamer *Fort Morgan*, on her return from the coast of Texas.

I am, very respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Confidential instructions from the Secretary of the Navy to Commodore Thatcher, U. S. Navy, appointed to command West Gulf Squadron.

Confidential.]

NAVY DEPARTMENT,
January 26, 1865.

SIR: Operations against Mobile are to be immediately resumed. You will therefore take the first conveyance to New Orleans, and on your arrival there put yourself in communication with Major-General Canby. There are already three light-draft ironclads in Mobile Bay, and Acting Rear-Admiral Lee has been telegraphed to

send to New Orleans two others from the Mississippi Squadron, the best he has.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. K. THATCHER, U. S. Navy,
Appointed to Command Western Gulf Squadron, New York.

[Telegram.]

NAVY DEPARTMENT, *January 26, 1865.*

Send immediately two of your best light-draft ironclads to New Orleans for duty in Western Gulf Squadron.

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Commodore Thatcher, U. S. Navy, acknowledging Department's instructions.

U. S. S. COLORADO,
Harbor of New York, January 27, 1865.

SIR: I have the honor to acknowledge the receipt of your order of the 24th instant, detaching me from the command of this ship and [to] proceed to New Orleans, to relieve Commodore James S. Palmer in command of the West Gulf Blockading Squadron. Also a letter of instructions of same date, and "confidential" of the 26th instant.

I shall leave here as early as possible to assume this command.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, responding to statements made reflecting upon the conduct of officers on blockade duty off Galveston.

U. S. S. LACKAWANNA,
Off Galveston, January 29, 1865.

COMMODORE: I have received your several communications by the *Fort Morgan*, and enclose you answers to such as appear to call for answers, with the usual reports and monthly returns.

I confess myself somewhat at a loss how to treat the absurd reports (as you very justly term them) which appear to have elicited a communication from a Lieutenant-Colonel Branson, directed to the Adjutant-General of the U. S. Army.

But as the Navy Department has thought it of sufficient importance to transmit it to you for an investigation, it becomes proper that I should, as the commanding naval officer here, cognizant of

all that takes place, assure you that there is no foundation whatever for these ridiculous reports.

Vessels have never been known to pass in here or out during the day since I have had command of this division. One in attempting it at night was sunk, another wrecked on shore, and still another disabled by one shot; nevertheless, here, as elsewhere on blockade, some do succeed in getting in and out during nights of fog and dark, squally weather.

During one such favorable time, one boat went in and cut out a schooner from under the guns of their forts without being seen, which is an evidence of what may be done under such favorable weather.

I seldom communicate with a flag of truce, and am always particular in the officer that is sent on this duty, who goes no farther than the station assigned, which is a beacon buoy in the channel some 4 miles from Galveston, and is always under our sight. No one belonging to this division, or of the Navy, has ever been permitted to land at Galveston during the time that I have been in command on blockade here, and therefore could not well have enjoyed the society of rebeldom with the accompanying dissipations, except in imagination.

It would be quite in character for a class of rebels inhabiting Texas to endeavor to pass themselves off for something more respectable than they really are, and I have no doubt that they sometimes succeed even among their own people, and with a view of detecting the real sentiments of suspected parties residing amongst them.

It is notorious, here especially, that persecution for opinions' sake has been carried to extremes. Murder and hanging have not been uncommon during this rebellion.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
*Captain, Commanding Second Division,
West Gulf Blockading Squadron.*

Commodore J. S. PALMER,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of arrival of that vessel at Galveston for repairs.

U. S. S. BIENVILLE,
Off Galveston, Tex., January 30, 1865.

SIR: I have to report my arrival from off the Rio Grande with the *Bienville* in a leaky condition, rendering it necessary, in my opinion, that she should go into port for repairs.

I enclose for your information a copy of a letter addressed to me by the chief engineer of this ship; also a copy of one addressed by me to the line and engineer officers, and their reply in relation to the matter.

My opinion coinciding entirely with theirs, after making temporary repairs (which have partially stopped the leak, but which are liable at any moment to give out again), I spoke the coal brig *Star of Hope*, ordered her master to drop into Mexican waters, or

to stand off and on until the arrival of our relief (to whom he was directed to report), and then sailed for this station.

The leak occasioned by the breaking away of the bilge discharge pipes does not, I think, account for all the water that the ship has been making.

In my opinion the ship is strained, and has opened her seams to a considerable extent, occasioned by encountering heavy weather on her recent trip to and from New Orleans and while off the Rio Grande.

Although the bilge pipe leak is now nearly closed, yet it requires one of the steam pumps and the large hand pumps on the quarter-deck to be kept constantly at work to keep her free. I am satisfied that this ship is not strong enough to encounter very heavy weather with her present battery on board.

Upon the evening of the 28th instant, the sea came in so heavily and the ship rolled and strained so much that I got underway and stood out to sea.

About three hours afterwards, the leak and injury to the bilge pipes were discovered.

I arrived off the Rio Grande on the evening of the 17th instant, with the coal brig *Star of Hope* in tow, but failed to meet the *Seminole* there as I anticipated.

Upon the 18th instant I took 100 tons of coal out of the coal brig, but from that time up to the date of sailing the weather has been so rough and boisterous as to render it almost an impossibility to get coal from the brig, either by taking her alongside or by boating it; indeed I have never known such a succession of rough weather on this coast.

I left H. B. M. steam frigate *Wolverene* at the Rio Grande. Her commander, Captain A. F. R. De Horsey, sent a lieutenant on board with his compliments and the usual tender of services.

I did not communicate with the Mexican authorities, nor could I have done so even if I desired it, as it was never smooth enough to land.

I trust you will approve of the course I have pursued under existing circumstances in returning here for your instructions.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain G. F. EMMONS,
U. S. S. *Lackawanna*, Commanding Second Division,
off Coast of Texas.

List of vessels belonging to the West Gulf Squadron, February 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona	5	Screw	Act. Vol. Lieut. J. F. Harden	Coast of Texas.
Arizona	7	Paddle wheel	Lieut. Commander Geo. Brown	New Orleans.
Arroostook	7	Screw	Lieut. Commander J. S. Skerrett.	Do.
Althea	1	Screw	Act. Ensign F. A. G. Bacon	Mobile Bay.
Arkansas	5	Screw	Act. Vol. Lieut. David Cate	New Orleans.
Arthur	6	Bark	Act. Master J. E. Stannard	Pensacola Bay.
Anderson [W. G.]	8	Bark	Act. Master H. Tibbits	Do.
Augusta Dinamore	4	Screw	Act. Vol. Lieut. M. B. Crowell	Coast of Texas.
Bienville	10	Paddle wheel	Commander J. R. M. Mullany	Do.
Bloomer	2	Stern wheel	Act. Master's Mate A. Whiting	East Pass.
Buckthorn	2	Screw	Act. Vol. Lieut. W. Godfrey	Pensacola Bay.
Bohio	7	Brig	Act. Master W. M. Stannard	Mississippi Sound.
Cayuga	7	Screw	Lieut. Commander H. Wilson	Off Galveston.
Chickasaw	4	Ironclad	Lt. Commander G. H. Perkins	Mobile Bay.
Chocura	4	Screw	Lt. Commander R. W. Meade, jr.	Calcasieu Bay.
Carrabasset	6	Stern wheel	Act. Vol. Lieut. Ezra Leonard	Berwick Bay.
Cornubia	5	Paddle wheel	Act. Vol. Lieut. John A. Johnstone.	New Orleans.
Cowslip	3	Paddle wheel	Act. Master Wm. T. Bacon	Mobile Bay.
Corypheus	2	Schooner	Act. Master and Pilot Wm. Stewart.	Do.
Charlotte	2	Schooner	Act. Master's Mate A. Whiting	East Pass.
Estrella	5	Paddle wheel	Act. Master G. P. Pomeroy	New Orleans.
Elk	6	Stern wheel	Act. Vol. Lieut. N. Kirby	Lake Pontchartrain.
Fearnot	5	Ship	Act. Master A. Rich, jr.	New Orleans.
Fort Gaines	4	Stern wheel	Act. Master John Hamilton	Lake Pontchartrain.
Genesee	8	Paddle wheel	Lieut. Commander John Irwin	Mobile Bay.
Gertrude	8	Screw	Act. Vol. Lieut. B. C. Dean	Off Galveston.
Glide	6	Stern wheel	Act. Master L. S. Fickett	Berwick Bay.
Glasgow	3	Paddle wheel	Act. Master R. J. Hoffner	New Orleans.
Hollyhock	3	Paddle wheel	Pilot B. Tarbell	Do.
Itasca	4	Screw	Lieut. Commander Nathl. Green	Do.
Ida	1	Screw	Act. Ensign Frank Ellms	Mobile Bay.
Jackson, J. P.	6	Paddle wheel	Lieut. A. R. Yates	Mississippi Sound.
Jasmine	2	Screw	Act. Ensign F. J. Brenton	Pensacola Bay.
Kanawha	4	Screw	Lieut. Commander B. B. Taylor	Pass Cavallo.
Katahdin	7	Screw	Lieut. Commander C. H. Greene	New Orleans.
Kineo	6	Screw	Lt. Commander John Watters	Do.
Kennebec	6	Screw	Lt. Commander Frevett Abbot	Pensacola Bay.
Kuhn, J. C.	5	Bark	Act. Master A. C. Starrett	Do.
Kickapoo	4	Ironclad	Lieut. Commander M. P. Jones	Mobile Bay.
Lackawanna	14	Screw	Capt. G. F. Emmons	Off Galveston.
Metacombet	10	Paddle wheel	Commander Peiros Crosby	Mobile Bay.
Milwaukee	4	Ironclad	Lieut. Commander Jas. H. Gillis	Do.
Monongahela	11	Screw	Commander Jas. H. Strong	Off Galveston.
Meteor	6	Stern wheel	Act. Master M. Jordan	Pass a l'Oute.
Maria A. Wood	3	Schooner	Act. Master John Ross	Mobile Bay.
New London	5	Screw	Act. Master Lyman Wells	Calcasieu Pass.
Nyanza	6	Stern wheel	Act. Vol. Lieut. C. A. Boutelle	Berwick Bay.
Narcissus	1	Screw	Repairing.	Pensacola.
Octorara	10	Paddle wheel	Lieut. Commander W. W. Low	Mobile Bay.
Oneida	12	Screw	Commander Thos. H. Stevens	New Orleans.
Ossipee	13	Screw	Commander Wm. E. Le Roy	Off Galveston.
Owasco	5	Screw	Act. Master T. B. Sears	Pensacola Bay.
Pink	3	Screw	Act. Master Samuel Belden	Mobile Bay.
Pembina	5	Screw	Lieut. Commander J. G. Maxwell	Sabine Pass.
Penguin	7	Screw	Act. Vol. Lieut. J. R. Beers	Velasco, Tex.
Penobscot	4	Screw	Lieut. Commander A. E. K. Benham.	San Luis Pass.
Pinola	4	Screw	Lieut. Commander H. Erben	Coast of Texas.
Port Royal	10	Paddle wheel	Lieut. Commander B. Gherardi	New Orleans.
Pocahontas	6	Screw	Lieut. Commander W. M. Gamble.	Do.
Princess Royal	7	Screw	Commander M. B. Woolsey	Coast of Texas.
Pampero	6	Ship	Act. Master O. Colburn	South West Pass.
Portsmouth	18	Ship	Commander L. C. Sartori	New Orleans.
Potomac	42	Ship	Commander Alex. Gibson	Pensacola Bay.
Richmond	22	Screw	Capt. T. P. Greene	Mobile Bay.
Rodolph	6	Stern wheel	Act. Master N. M. Dyer	Mississippi Sound.
Rose	2	Screw	Act. Ensign W. D. Maddocks	Do.
Sciota	4	Screw	Act. Vol. Lieut. J. W. Magune	Mobile Bay.
Sebago	10	Paddle wheel	Lt. Commander D. B. Harmony	Do.
Selma	4	Paddle wheel	Act. Ensign L. R. Vance	New Orleans.
Seminole	9	Screw	Commander A. G. Clary	Rio Grande.
Stockdale	6	Stern wheel	Act. Vol. Lieut. Thos. Edwards	Mobile Bay.
Sam Houston	1	Schooner	Act. Vol. Lieut. Martin Freeman	Pensacola.
Tallahatchie	6	Stern wheel	Act. Master T. J. Linnekin	Lake Pontchartrain.
Tritonia	1	Paddle wheel	Act. Vol. Lieut. Geo. Wiggins	Mobile Bay.
Kittatinny	6	Schooner	Act. Ensign N. J. Bladell	Pensacola Bay.
Virginia	7	Screw	Act. Vol. Lieut. C. H. Brown	Off Galveston.
Vincennes	10	Ship	Act. Vol. Lieut. W. M'Gloin	Ship Island.
Winnebago	4	Ironclad	Act. Vol. Lieut. W. A. Kirkland	Mobile Bay.

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding Mississippi Squadron, regarding the transfer of two vessels to the West Gulf Squadron.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, New Orleans, February 1, 1865.

SIR: The Department's telegram of 26th January was received last night. I have, agreeably to its requirements, ordered the *Osage* and *Neosho* to report to Commodore Palmer.

I find on my arrival here that General Canby has abandoned all idea of operations in Red River. He has asked me for tinclad cooperation in Mobile Bay, which I will endeavor to afford.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Erben, U. S. Navy, regarding the seizure of schooner Ben Willis, sailing under British colors.

U. S. GUNBOAT PINOLA,
At Sea, Lat. 28° 15' N., Lon. 92° 00' W., February 2, 1865.

SIR: I have the honor to report that this morning at daylight a vessel was discovered to the eastward. I gave chase and overhauled her, heaving her to by a shot from the rifle gun. She hoisted English colors, and claims to be the English schooner *Ben Willis*, from Matamoros, bound to Nassau. The captain gives no satisfactory reason for not having the name of the place he sails from painted on the stern. She has 167 bales of cotton as cargo. This is a small quantity for a vessel of the size of the *Ben Willis*. The captain says the deck cargo was never taken on board; there are a few bales on deck now. I think it my duty to send her in to New Orleans, where she can have an opportunity of proving herself a legitimate trader. A prize list will be sent by first opportunity.

Very respectfully, your obedient servant,

H. ERBEN,

Lieutenant-Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commodore Palmer, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, to proceed to duty in Mobile Bay.

NEW ORLEANS, February 3, 1865.

SIR: Upon the receipt of this order you will return to New Orleans with the U. S. S. *Metacomet*, taking on board your battery, after which you will proceed with your vessel to Mobile Bay and report to the senior officer.

Respectfully, etc.,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY, U. S. Navy,

Commanding U. S. S. Metacomet, Coast of Texas.

Letter from the consul-general at Havana to the Secretary of State, regarding Confederate cruisers at Galveston.

U. S. CONSULATE-GENERAL,
Havana, February 4, 1865.

* * * * *

Since writing dispatch No. 37, I have become almost satisfied that the rebels intend to fit out some of their steamers as piratical cruisers at Galveston. The *Lark* and *Wren* both belong to the rebel Government. If a sufficient naval force could be in time concentrated at the port of Galveston, all these vessels could be held there until the place can be captured.

I have the honor to be, very respectfully, your obedient servant,
W. T. MINOR,
U. S. Consul-General.

Hon. WM. H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Wheeler, U. S. Navy, commanding U. S. S. Preston.

NAVY DEPARTMENT, February 6, 1865.

SIR: Proceed with the U. S. S. *Preston*, under your command, to New Orleans and report to Commodore J. S. Palmer, or the senior commanding officer present, for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant J. R. WHEELER,
Commanding U. S. S. *Preston*, New York.

Capture of schooners Annie Sophia and Pet and attempted destruction of blockade runner Wren by boat expedition into Galveston Harbor, February 7, 1865.

Request of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*, for permission to direct expedition.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 7, 1865.

SIR: I respectfully request permission to send an officer and boat's crew into the harbor of Galveston for the purpose of destroying the blockade runner *Wren*, which ran ashore last night and subsequently got off and escaped into the harbor.

Commander Woolsey has kindly placed at my disposal one of the boats of his ship, in case an additional one should be required. I think the expedition will be successful, and therefore trust that you will give your assent.

Several officers of this ship are ready to undertake this service.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain G. F. EMMONS,
*Comdg. Second Div. West Gulf
Blockading Squadron, off Galveston, Tex.*

[Endorsement.]

Permission granted.

Instructions of Commander Mullany, U. S. Navy, to Acting Ensign French, U. S. Navy, for the command of expedition.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 7, 1865.

SIR: You will take charge of the boat expedition fitted out to-night for the purpose of destroying the blockade runner *Wren*, which ran ashore last night and subsequently escaped into the harbor of Galveston; also for the purpose of capturing the cotton-laden schooners lying at anchor under the guns of Fort Point Battery.

The expedition will consist of the first cutter of this ship, with a boat's crew of 11 men, and the first cutter of the *Princess Royal*, with a boat's crew of 9 men, in charge of Acting Ensign A. H. Reynolds and Acting Master's Mate Lewis Johnson, who have been directed to report to you.

There will be placed in your boat six 32-pounder shell, with 5-second fuze, and two 12-pounder shrapnel, the former for the purpose of destroying the engine and boilers and the latter for defense.

There will also be placed in the boat 5 gallons turpentine and a bundle of oakum, for the purpose of setting her on fire; also a Coston preparatory signal and a rocket, which may be burned at your discretion, when you get outside the harbor, as a signal for this ship to show you her position.

A great deal must necessarily be left to your discretion. The great object to be attained is the destruction of the *Wren*.

Pull boldly but silently for the steamer, board her as quietly as possible in case no resistance is made; keep cool and see that she is well on fire before you leave her. Place some of the shells in the boilers and engine room before you leave.

As soon as the work is done pull out of the harbor as silently as possible; make no noise, as that will guide the enemy.

In case you are discovered, and it is evident that the object of the expedition is likely to be frustrated, you will return to the ship.

A sketch showing the courses into the harbor will be furnished you by the master.

Wishing you every success in your undertaking,

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Acting Ensign GEO. H. FRENCH,
U. S. S. Bienville.

[Endorsement.]

The expedition returned in safety, having succeeded in capturing two cotton-loaded schooners lying at anchor under the guns of Fort Point Battery, but found it impracticable to destroy the *Wren*.

Report of Commodore Palmer, U. S. Navy, transmitting reports to the Department.

No. 81.]

U. S. FLAGSHIP RICHMOND,
Mobile Bay, February 15, 1865.

SIR: I have to transmit the report of Captain Emmons, with the accompanying letters of Commander Mullany and Acting Ensign French, of the *Bienville*, upon the capture of the schooners *Pet* and *Annie Sophia*, with 476 bales of cotton, in Galveston Harbor.

This expedition was very creditably managed, and I have commended the officers and men engaged in it accordingly.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, transmitting reports to Commodore Palmer,
U. S. Navy.

U. S. S. LACKAWANNA,
Off Galveston, Tex., February 8, 1865.

COMMODORE: I take pleasure in forwarding you the accompanying reports explanatory of a boat expedition improvised by Commander Mullany, assisted by Commander Woolsey, and endorsed by myself, which resulted in the capture of two cotton-loaded schooners last night in Galveston Bay without loss or accident.

The affair was so well planned and conducted that the senior officers in charge of the boats are especially deserving commendation.

And I trust that such a representation will be made of this, and a previous capture, to the honorable Secretary of the Navy as will demonstrate the strong claims the parties have to share in the prizes, which, in the open bay of Galveston, can hardly be considered as inland waters and as coming under the late illiberal law in relation to such localities.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Captain, Comdg. 2d Division West Gulf Blockading Squadron.

Commodore J. S. PALMER,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

SIR: In accordance with the authority previously obtained from you, I sent into the harbor of Galveston last night a boat expedition, consisting of the first cutter of this ship, with a crew of 13 men, and the first cutter of the *Princess Royal* (which Commander Woolsey kindly placed at my disposal), with a crew of 9 men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson, the whole under the command of Acting Ensign George H. French, of this ship (all volunteers for this service), for the purpose of destroying the steam blockade runner *Wren* and capturing the cotton-laden schooners that were lying at anchor under the guns of the forts at Fort Point.

I have to inform you that the expedition found it impracticable to destroy the *Wren*, but it was successful in capturing and bringing out to the fleet two schooners, supposed to be British, laden with cotton.

One of them, the *Pet*, has about 256, and the other, the *Annie Sophia*, about 220 bales on board.

The *Princess Royal's* cutter boarded the *Annie Sophia*, and this ship's cutter boarded the *Pet*.

Acting Master's Mate Lewis Johnson, assisted by a crew of 4 men, brought out the *Annie Sophia*, with 9 rebels on board.

Boatswain's Mate Gallyer, of this ship, assisted by a crew of 3 men, brought out the *Pet*, with 11 rebels on board.

I beg to commend the conduct of all who participated in this expedition.

To the tact and judgment displayed by Acting Ensign French, promptly seconded by those under his command, we are indebted for the successful issue of this delicate service.

I herewith enclose Mr. French's report, giving all the facts in detail.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain GEO. F. EMMONS,
Commanding 2d Division West Gulf Blockading Squadron.

Report of Acting Ensign French, U. S. Navy, in charge of expedition.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

SIR: In obedience to your order of the 7th instant, I took charge of the boat expedition fitted out for the purpose of entering the harbor of Galveston, and destroying the blockade runner *Wren*, and capturing the cotton-laden schooners lying under the guns of Fort Point Battery.

The expedition consisted of the first cutter of this ship, with a crew of 13 men, and the first cutter of the U. S. S. *Princess Royal*, with a crew of 9 men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson.

We left the ship at 8:20 p. m. and, steering N. W. by W. $\frac{1}{2}$ W., made Bolivar Point at 11:15 p. m., thence steered S. W.

It was my intention to have gone inside, so as to leave the schooners, lying at anchor off Fort Point, on the port hand, and pass clear of them into the harbor, but finding the current had set me to the eastward, and that it would be injudicious to attempt to pass them, I concluded to capture them. I accordingly gave orders to Mr. Reynolds to board one of them, at the same time I boarded the other. We succeeded in taking both without any resistance.

After getting them underway and securing a part of their crews, I placed one in charge of Boatswain's Mate Thomas Gallyer, of this ship, and the other in charge of Acting Master's Mate Lewis Johnson, with orders to report to this ship, where they subsequently arrived in safety. I then proceeded to the remainder of the duty assigned me. After trying in vain for a long time, and finding it impossible to carry out my instructions further, on account of the strong current and wind against me, and the near approach of daylight, I concluded it would be injudicious to proceed farther on the expedition. I had also, after the moon had set, got separated from the other boats. I immediately put about and started for this ship, where I arrived at 6:10 a. m. this day.

Everyone connected with the expedition conducted themselves in a very creditable manner.

Very respectfully, your obedient servant,

GEO. H. FRENCH,
Acting Ensign.

Commander J. R. M. MULLANY,
Commanding U. S. S. Bienville.

Additional instructions from Commander Mullany, U. S. Navy, to officers assigned to command the prizes.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

Printed instructions were this day delivered to Acting Master's Mate John R. Lee, who was in charge of prize schooner *Pet*, and also to Acting Master's Mate Otis G. Spear, who had charge of prize schooner *Annie Sophia*, with the following additional orders:

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

SIR: In addition to the instructions handed to you for your government in relation to the prize schooner *Pet*, I have to direct that you will proceed to New Orleans with the prize.

You will inform the prize commissioners and district attorney that the prisoners found on board the prize, and who may be required as witnesses in the case, are all on board of this ship, and that they will be held in custody subject to their orders.

As private towage is not allowed, you will take advantage of government vessels passing to the city to get a tow up.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Acting Master's Mate JOHN R. LEE,
U. S. S. Bienville.

[Endorsement.]

A copy of the above orders (substituting the words *Annie Sophia* for *Pet*) were also delivered to Acting Master's Mate Otis G. Spear.

Report of Commodore Palmer, U. S. Navy, regarding the Department's order detaching him from command of the West Gulf Squadron.

No. 75.]

MOBILE BAY, February 10, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch of January 24, wherein I am informed that Commodore Thatcher, has been appointed to command this squadron.

It is unfortunate for me, that I am to be superseded, just as the troops are assembling for immediate operations against the defenses of Mobile.

Should Commodore Thatcher, however, arrive before we get to work, I shall remain and assist him with cheerfulness and zeal; afterwards shall avail myself of the Department's permission to return North.

Very respectfully, your obedient servant servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, referring to the steamer Will-o'-the-wisp and other blockade runners.

U. S. S. LACKAWANNA,

Off Galveston, Tex., February 8, 1865.

COMMODORE: Since my last communication to you, the *Pinola*, Lieutenant-Commander Erben, has joined me under orders dated last December, having been delayed in Pensacola on account of an expected raid.

She captured a cotton-loaded schooner on her way, under English colors and suspicious surroundings, which was sent to New Orleans with a report to you.

During the late foggy weather, obscuring the shore for several days, there was a general raid among the blockade runners; two of them mentioned in the late consular dispatches have ended their career.

The *Acadia*, a large side-wheel steamer, is now lying a wreck, riddled by shell and shot from the *Virginia*, 6 miles this side of Velasco, where she ran on shore after several attempts to get into Velasco.

The *Will-o'-the-wisp*, a large iron screw steamer, and beautiful boat, in a similar fix, but partly under water, a few miles south of Galveston. This is probably the same steamer that was chased by two of our vessels in the fog and was not subsequently seen until she had landed part of her cargo, provisions, and small arms.

Another, the *Wren*, a small side-wheel iron steamer, and quite fast, was yesterday morning discovered, when the fog lifted, abreast of us, landing her cargo in the town; several vessels were sent in, but the water was so low (blowing N. W.) that only three shots reached her and none to prevent her finally steaming along close to the beach inside.

I was just about sending in a boat expedition as she was discovered underway.

A boat expedition was then organized for the following night, with a view of cutting her out, but the tides were so strong that the officer found he would be too late, and therefore turned his attention to two schooners lying farther out, and the result will be seen in a separate report.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding 2d Division West Gulf Blockdg. Squadron.

Commodore J. S. PALMER,

Commanding West Gulf Blockading Squadron, New Orleans, La.

Destruction of stranded steamer Will-o'-the-wisp, off Galveston, February 10, 1865.

Report of Commodore Palmer, U. S. Navy, transmitting reports.

U. S. FLAGSHIP RICHMOND,

Mobile Bay, February 16, 1865.

SIR: I have the honor to transmit herewith letters of Captain Emmons, Commander Woolsey, and Lieutenant [C. E.] McKay, of the *Princess Royal*, in relation to the destruction of the blockade runner *Will-o'-the-wisp*, off Galveston.

This expedition was well planned and carried out, and I have commended the officers and men engaged in it.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, divisional officer, transmitting reports.

U. S. S. LACKAWANNA,

Off Galveston, Tex., February 11, 1865.

COMMODORE: I enclose you the report of Commander Woolsey and his executive officer in relation to the destruction of the blockade runner *Will-o'-the-wisp*, which, from the movements on shore, I should judge had brought and succeeded in landing some heavy guns before she was discovered on the morning of her running on shore.

Commander Woolsey always enters into any service ordered with cheerfulness, and performs his duty well. I hope to see him reinstated on the active list again.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding 2d Division West Gulf Blockading Squadron.

Commodore J. S. PALMER,

Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. *Princess Royal*.

U. S. S. *PRINCESS ROYAL*,
Off Galveston, February 10, 1865.

SIR: I have the honor to make the following report of the destruction, last night, of the steamer *Will-o'-the-wisp* (blockade runner):

After dark (8 p. m.) I went down abreast that vessel, hailed the *Antona*, ordered her captain to come on board, and told him I had come to take his place, in obedience to your orders, and that he would return to his station. He informed me that he had a boat prepared, and officered and manned by volunteers, and asked that he might be allowed to join any boat expedition in contemplation. The night being perfectly clear and moonlight, and wishing to give them an opportunity, I consented, feeling that you would justify me in detaining the vessel, under the circumstances. I then ordered him to send his boat to me, clear for action, and take his position close in, and on the bow of the steamer, and to move in when he should see this vessel doing so. It was my intention to have done the work at midnight, but the piping up of hammocks and sounding the gong for quarters on board the *Antona* caused so much noise as to give the enemy notice of our intentions. I therefore concluded to wait until 2 o'clock a. m., ordering the *Antona* to anchor outside of me by a kedge. I did the same, and ordered the men to leave their hammocks. Between 2 and 3 a. m. I caused the boats to shove off, in charge of Lieutenant C. E. McKay, with orders to pull directly in. I then took my position on the quarter of the steamer, in $2\frac{1}{2}$ fathoms water, the *Antona* proceeding as directed, the vessels being from 900 to 1,000 yards distant. The boats soon reached and boarded the steamer, and set her on fire in both wheelhouses, then pulled for this vessel.

Lieutenant McKay reported that the vessel was completely riddled in her hull from our fire on a previous occasion; that her hold was full of sand and water; her after section awash, and the deck scuttled fore and aft, for the purpose, apparently, of getting out her cargo. The engine had been taken to pieces, and the vessel was a complete wreck. The wheelhouses were the only part which could be burned. As they were not completely destroyed, Mr. McKay offered to return with a barrel of rosin and complete the work, but it was deemed unnecessary, as everything was destroyed excepting what was under water and beyond reach. I then returned to the fleet, the *Antona* following.

Although there was no resistance, it was fully expected, as the enemy's cavalry had thrown up breastworks on the bank, and had been posted behind them all day. I think, therefore, that Lieutenant

McKay deserves great praise for the cool, quiet, and orderly manner in which the work was done.

I consider it proper to take this occasion to speak of the self-sacrificing spirit, and the cheerful alacrity in volunteering for any and all kinds of service, and the intelligence and perseverance always exhibited by Lieutenant C. E. McKay and Acting Ensign A. H. Reynolds. It would be very gratifying to see Mr. Reynolds promoted to the rank of acting master. He has performed duty as such to my entire satisfaction ever since he joined this vessel.

I respectfully enclose the report of Lieutenant McKay and a list of the officers and men who volunteered in the *Antona's* boat.

I am, very respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Captain GEO. F. EMMONS,
Commanding 2d Division West Gulf Squadron, off Galveston.

Report of Lieutenant McKay, U. S. Navy, commanding expedition.

U. S. S. PRINCESS ROYAL,
Off Galveston, February 10, 1865.

SIR: This morning at 3 o'clock, in obedience to your orders, I proceeded to burn the wreck of the *Will-o'-the-wisp*; a boat from the U. S. S. *Antona*, in charge of Acting Ensign W. G. Jones, accompanied me. We boarded the vessel, which we found hard aground, heading to the northward, and so near the beach as to require but a plank, which was there, for the rebels to board her. We prepared to set her on fire. The only parts that offered themselves for the purpose were the wheelhouses, as the vessel was filled with water, and there were no bulwarks or houses on deck. I directed Mr. Jones to fire the starboard wheelhouse, while I directed my attention to the port. Saturating the oakum, and covering the woodwork with turpentine, we applied the torch, and when I left, both wheelhouses were burning fiercely. We returned to this vessel about 4:15 a. m.

I think the wood was too damp to burn, or it could not have resisted the fierce flames that enveloped it when I left. As the fire did not make much headway, I desired to return with wood and more combustible material, but you judged it was unnecessary, as the vessel was a perfect wreck and there was so little to destroy.

I desire to call your attention to Acting Ensign A. H. Reynolds, who eagerly requested permission to accompany me, though still suffering from the fatigue of the expedition of night before last. He was the first one on board the vessel and reconnoitered the shore while I was directing the preparations for the fire.

I was much pleased with Acting Ensign Jones, who most zealously supported me. He will, in his report, mention Acting Assistant Paymaster [H. M.] Whittemore, who accompanied him.

I will also call your attention to David Victor, seaman, John Groggen, landsman, and James May, landsman, who, notwithstanding the exceedingly fatiguing service of the expedition of night before last, were among the foremost to volunteer. The following are the rest of the volunteers: T. Shean, carpenter's mate; Ed. Narbic, ordi-

nary seaman; Charles B. Snell, landsman, and Lester Burdick, landsman. The following men I selected to make up the boat's crew: Charles Larrabee, quartermaster; Jesse Tyler, captain hold; John Davis, seaman, and William Taggart, landsman.

The whole boat's crew behaved most admirably, and though we met with no resistance, we had every reason to suppose the rebels were in strong force on board the vessel or in the immediate vicinity, as they had been during the day, and we had no support, as the *Princess Royal* and *Antona*, drawing nearly 12 feet of water, could not approach to within less than a thousand yards of the wreck.

Very respectfully, your obedient servant,

C. E. McKAY,

Lieutenant and Executive Officer.

Commander M. B. WOOLSEY, U. S. Navy,
Commanding U. S. S. Princess Royal.

Report of Acting Volunteer Lieutenant Harden, U. S. Navy, commanding U. S. S. *Antona*,
transmitting report of subordinate officer.

U. S. S. ANTONA,

Off Galveston, Tex., February 10, 1865.

SIR: In obedience to orders received from you last evening, I have the honor to report that I returned to my ship and called for a boat's crew of volunteers to accompany a boat from your ship for the purpose of firing the blockade runner ashore. Acting Ensign William G. Jones (who had previously asked me for a boat's crew for the same purpose), Acting Assistant Paymaster H. M. Whittemore, and 12 petty officers and men immediately responded, and after making the necessary preparations, I gave Mr. Jones orders to report, with the boat's crew under his charge, to you, and to obey your instructions. When the boats left your ship, I got underway and took the position you had assigned for the *Antona*, for the purpose of covering the expedition, in 13 feet of water, to the eastward of the wreck, ready to open fire when your ship should do so. No demonstration was made on the boats, which returned after accomplishing the object of the expedition.

For the details, I respectfully refer you to the enclosed report of Acting Ensign William G. Jones. No casualties or accidents occurred with the exception of the accidental loss of one musket while boarding the steamer.

I am, sir, very respectfully, your obedient servant,

JOHN F. HARDEN,

Acting Volunteer Lieutenant, Commanding.

Commander M. B. WOOLSEY,

Commanding U. S. S. Princess Royal, off Galveston, Tex.

Report of Acting Ensign Jones, U. S. Navy, of the U. S. S. *Antona*.

U. S. S. *ANTONA*,
Off Galveston, Tex., February 10, 1865.

SIR: I have the honor to report that, in obedience to your orders, I reported on the morning of the 10th instant to Commander M. B. Woolsey, commanding U. S. S. *Princess Royal*, with second cutter, manned with 14 volunteers (2 officers, 5 petty officers, and 7 seamen and landsmen), well armed, and equipped with the necessary materials for destroying by fire the blockade runner steamer *Will-o'-the-wisp*, aground on Galveston Island. At 3 a. m. I started from the *Princess Royal*, in company with her second cutter, in charge of Lieutenant C. E. McKay, who commanded the expedition. I rowed in to the wreck and at 3:40 a. m. boarded her, and with the utmost dispatch set her on fire, Lieutenant McKay assigning to me the star-board side for that duty. I expended 3 gallons of turpentine and about 40 pounds of oakum, which I saturated with the turpentine. The condition of the steamer, as far as we could ascertain under the circumstances, was a perfect wreck; her deck, as far as the after part of her wheelhouses, was submerged and much cut up. She is an iron-built vessel, and the woodwork was entirely water-soaked, so that there was little left to burn. After firing her, we immediately took to our boats and pulled for the *Princess Royal*. We saw but one of the enemy (a picket) on the beach, who fled on our approach. We succeeded without opposition, returning to the *Princess Royal* at 4:15 a. m., and reported on board the *Antona* at 4:30 a. m. I can not close this report without speaking in the highest terms of the conduct of the men. They were cool and obedient. I particularly recommend to your notice Robert Lawton, yeoman, as it affords me great pleasure in testifying to his zeal and good behavior in the expedition. The expedition was conducted by Lieutenant C. E. McKay with great judgment and ability.

I am, sir, very respectfully, your obedient servant,

WILLIAM G. JONES,
Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant JOHN F. HARDEN,
Commanding U. S. S. Antona.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, commanding West Gulf Squadron, to be prepared for the coming of the C. S. ram Stonewall.

NAVY DEPARTMENT, *February 11, 1865.*

SIR: The Department hastens to advise you that information has been received of the transfer to the rebels of the ram built at Bordeaux.

The dispatch from the consul at Nantes communicating this information is dated the 28th ultimo. The ram was then at the island of Houat, and preparing to leave immediately. Her destination is doubtless some point on our coast, and it behooves you to be prepared

against surprise, as she is represented to be formidable and capable of inflicting serious injury.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

Report of Lieutenant-Commander Benham, U. S. Navy, commanding U. S. S. Penobscot, regarding the capture of the British schooner Matilda.

U. S. S. PENOBSCOT, February 11, 1865.

SIR: I have the honor to report the capture of the English schooner *Matilda* from Matamoras, cleared for Havana.

When sighted she was about 14 miles from Pass Cavallo light-house, standing in for the land. She shortly after changed her course, first to S. and W. S., then tacked to N. and E. S., and stood on this course until taken.

At 3 p. m. we started in chase and at 9:30 p. m. she hove to and I took possession of her.

During the chase, I fired several shells at her, but she disregarded all except the last. I send her to New Orleans for adjudication in charge of Acting Ensign Miller.

Her cargo consists of rope, bagging, and liquors. There was no other vessel in sight at the time of the capture.

Very respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Comdg. Second Division West Gulf Blockdg. Squadron.

List of vessels belonging to the West Gulf Squadron, February 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden...	Coast of Texas.
Arizona.....	7	Paddle wheel.	Lieut. Comdr. Geo. Brown.....	New Orleans.
Arroostook.....	7	Screw.....	Lieut. Comdr. Jos. S. Skerrett..	Do.
Althea.....	1	do.....	Actg. Ensign F. A. G. Bacon.....	Mobile Bay.
Arkansas.....	5	do.....	Actg. Vol. Lieut. David Cate.....	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard.....	Pensacola Bay.
Anderson.....	8	do.....	Actg. Master H. Tibbits.....	Do.
Augusta Dismore..	4	Screw.....	Actg. Vol. Lieut. Miner B. Crowell	Coast of Texas.
Bienville.....	10	Paddle wheel.	Comdr. J. R. M. Mullany.....	Do.
Bloomer.....	2	Stern wheel..	Actg. Master's Mate A. Whiting..	East Pass.
Buckthorn.....	2	Screw.....	Actg. Vol. Lieut. Wash. Godfrey..	Mobile Bay.
Bodie.....	2	Brig.....	Actg. Master W. M. Stannard.....	Mississippi Sound.
Cayuga.....	7	Screw.....	Lieut. Comdr. H. Wilson.....	Off Galveston.
Chickasaw.....	4	Ironclad.....	Lieut. Comdr. G. H. Perkins.....	Mobile Bay.
Choctaw.....	4	Screw.....	Lieut. Comdr. R. W. Meade, Jr....	Calcasieu Pass.
Cornubla.....	5	Paddle wheel.	Actg. Vol. Lieut. John A. Johnstone.	New Orleans.
Carrabasset.....	6	Stern wheel..	Actg. Vol. Lieut. Ezra Leonard..	Berwick Bay.
Cowslip.....	3	Paddle wheel.	Actg. Master Wm. T. Bacon.....	New Orleans.
Corypheus.....	2	Schooner.....	Actg. Master and Pilot Wm. Stewart.	Mobile Bay.
Charlotte.....	2	do.....	Actg. Master's Mate A. Whiting..	East Pass.
Estrella.....	5	Paddle wheel.	Actg. Master G. P. Pomeroy.....	New Orleans.
Elk.....	6	Stern wheel..	Actg. Vol. Lieut. N. Kirby.....	Mobile Bay.
Fearnot.....	5	Ship.....	Actg. Ensign A. Rich, Jr.....	New Orleans.
Fort Gaines.....	4	Stern wheel..	Actg. Master John Hamilton.....	Lake Pontchartrain.

List of vessels belonging to the West Gulf Squadron, February 15, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Genesee.....	8	Paddle wheel.	Lieut. Comdr. John Irwin.....	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Vol. Lieut. B. C. Dean.....	Off Galveston.
Glide.....	6	Stern wheel.	Actg. Master L. S. Fickett.....	Berwick Bay..
Glasgow.....	3	Paddle wheel.	Actg. Master R. J. Hoffner.....	New Orleans.
Hollyhock.....	3	do.....	Pilot Benj. Tarbell.....	Do.
Itasca.....	4	Screw.....	Lieut. Comdr. N. Green.....	Do.
Ida.....	1	do.....	Actg. Ensign Frank Ellms.....	Mobile Bay.
Jackson, J. P.....	6	Paddle wheel.	Lieut. A. R. Yates.....	Mississippi Sound.
Jasmine.....	2	Screw.....	Actg. Ensign F. J. Brenton.....	Pensacola Bay.
Kanawha.....	4	do.....	Lieut. Comdr. B. B. Taylor.....	Coast of Texas.
Katabdin.....	7	do.....	Lieut. Comdr. C. H. Greene.....	New Orleans.
Kineo.....	6	do.....	Lieut. Comdr. John Watters.....	Do.
Kennebec.....	5	do.....	Lieut. Comdr. Trevett Abbot.....	Pensacola Bay.
Kickapoo.....	4	Ironclad.....	Lieut. Comdr. M. P. Jones.....	Mobile Bay.
Kittatinny.....	6	Schooner.....	Actg. Ensign N. J. Blasdel.....	Pensacola Bay.
Kuhn, J. C.....	6	Bark.....	Actg. Master A. C. Starrett.....	Pensacola Bay.
Lackawanna.....	14	Screw.....	Capt. Geo. F. Emmons.....	Off Galveston.
Metacomet.....	10	Paddle wheel.	Comdr. P. Crosby.....	New Orleans.
Monongahela.....	11	Screw.....	Comdr. Jas. H. Strong.....	Do.
Meteor.....	6	Stern wheel.	Actg. Master M. Jordan.....	Mobile Bay.
M. A. Wood.....	3	Schooner.....	Actg. Master J. Ross.....	Do.
Milwaukee.....	4	Ironclad.....	Lieut. Comdr. J. H. Gillis.....	Do.
New London.....	5	Screw.....	Actg. Master Lyman Wells.....	New Orleans.
Nyanza.....	6	Stern wheel.	Actg. Vol. Lieut. C. A. Boutelle.....	Mobile Bay.
Narcissus.....	1	Screw.....	Repairing.....	Pensacola Bay.
Octorara.....	10	Paddle wheel.	Lieut. Comdr. W. W. Low.....	Mobile Bay.
Oneida.....	12	Screw.....	Comdr. T. H. Stevens.....	New Orleans.
Ossipee.....	13	do.....	Comdr. W. E. Le Roy.....	Coast of Texas.
Owasco.....	5	do.....	Actg. Vol. Lieut. L. W. Pennington.....	Pensacola Bay.
Pembina.....	5	do.....	Lieut. Comdr. J. G. Maxwell.....	Coast of Texas.
Penguin.....	7	do.....	Actg. Vol. Lieut. J. R. Beers.....	Do.
Penobscot.....	4	do.....	Lieut. Comdr. A. E. K. Benham.....	Do.
Pinola.....	4	do.....	Lieut. Comdr. Henry Erben.....	Do.
Pink.....	3	do.....	Actg. Master Sam. Belden.....	Mobile Bay.
Port Royal.....	10	Paddle wheel.	Lieut. Comdr. B. Gherardi.....	New Orleans.
Princess Royal.....	7	Screw.....	Comdr. M. B. Woolsey.....	Coast of Texas.
Pocahontas.....	6	do.....	Lieut. Comdr. W. M. Gamble.....	New Orleans.
Pampero.....	6	Ship.....	Actg. Master O. Colburn.....	South West Pass.
Portsmouth.....	18	do.....	Comdr. L. C. Sartori.....	New Orleans.
Potomac.....	42	do.....	Comdr. Alex. Gibson.....	Pensacola Bay.
Richmond.....	22	Screw.....	Capt. Theo. F. Greene.....	Mobile Bay.
Rodolph.....	6	Stern wheel.	Actg. Master N. M. Dyer.....	Mississippi Sound.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks.....	Do.
Sciota.....	4	do.....	Actg. Vol. Lieut. J. W. Maguire.....	Mobile Bay.
Sebago.....	10	Paddle wheel.	Lieut. Comdr. D. B. Harmony.....	Do.
Selma.....	4	do.....	Actg. Ensign L. R. Vance.....	New Orleans.
Seminole.....	8	Screw.....	Comdr. A. G. Clary.....	Rio Grande.
Stockdale.....	6	Stern wheel.	Actg. Vol. Lieut. F. Edwards.....	Mobile Bay.
Sam. Houston.....	1	Schooner.....	Actg. Vol. Lieut. and Pilot M. Freeman.....	Do.
Tallahatchie.....	6	Stern wheel.	Actg. Master T. J. Linnekin.....	Do.
Tritonia.....	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggan.....	Do.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown.....	Coast of Texas.
Vincennes.....	10	Ship.....	Actg. Vol. Lieut. Wm. M'Gloin.....	Ship Island.
Winnebago.....	4	Ironclad.....	Lieut. Comdr. W. A. Kirkland.....	Mobile Bay.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the West Gulf Squadron, regarding a temporary transfer of vessels.

MOUND CITY, February 16, 1865.

COMMODORE: I have to-day dispatched the ironclads *Cincinnati* and *Osage* to report to you, to be accompanied by four light-drafts. The turret machinery of the *Osage*, in which there was some defect, has just been repaired to the satisfaction of the chief engineers of the yard and the vessel and to her commanding officer. With careful usage I suppose it will stand. The sister ironclad, the *Neosho*, which I had designed sending, I found on my arrival here was so much out of repair that it was impossible to prepare her for service in time; she was drooping 5 or 6 inches at each end, and her deck beams had

settled over her boilers and were charred. I have therefore substituted the *Cincinnati*, recently rebuilt and repaired, and which is an efficient vessel, except that her boilers are somewhat out of repair. Her commanding officer and chief engineer are disposed to complain of this defect, which you can have repaired, and which is not, however, of a nature to prevent her performing service. I expected to find her repaired on my return here, but she has been in quarantine with smallpox on board during my entire absence, and was only released yesterday, fifteen days having then elapsed since the last case of the disease. As she was my flagship for some time in the Cumberland, with her boiler as weak as it now is, and with smallpox then on board, her efficiency can not be considered materially impaired. I had no other light-draft ironclad whose condition was not much worse than that of the *Neosho* or *Cincinnati*, and I have sent you the very best I had. I think with good management they will render good service. The tinclads are loaned from the squadron at this time with considerable inconvenience, as vigilance and a strong force are required to prevent the crossing of additional troops by the enemy. I request, therefore, that they may be returned as soon as their services can be dispensed with. I recall your attention to the fact that none of these vessels are provided with condensers or water tanks, having been designed to operate in inland waters only.

Wishing you entire success in the forthcoming operations in your squadron,

I am, respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commodore J. S. PALMER, or

Commodore H. K. THATCHER,

Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding transfer of vessels for cooperation with the Army.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Mound City, February 16, 1865.

(Received 28th.)

GENERAL: I have sent to-day to New Orleans the light-draft ironclads *Osage* and *Cincinnati*, with four tinclads, to report to Commodore Palmer. These ironclads are the very best I had. All of the few others are in such very bad condition as to be wholly useless in your operations. I trust that these vessels and the four monitors previously sent from this squadron may cooperate efficiently with your forces, and that the entire movement may be a grand success. I have to regret, however, that your operations were not, as I hoped they would be, within my limits.

Very respectfully and faithfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,

*Commanding Military Division of West Mississippi,
New Orleans.*

Report of Lieutenant-Commander Low, U. S. Navy, giving information obtained from refugees regarding affairs in the vicinity of Mobile.

U. S. GUNBOAT OCTORARA,
Off Mobile, [Ala.], February 16, 1865.

SIR: On sounding the bar at the mouth of Blakely River last evening, we found 7 feet of water on the ridge of black sand, about 100 yards in width, that forms the shoalest part. The water gradually deepened each way from this ridge. The tide was not as full as it generally is after a strong southerly wind or a blow from that quarter, but there was more water than there is ordinarily. I will send a boat in again this evening, as, probably, if this wind continues, there will be more water still. Nine refugees, one a deserter from the Second Louisiana Heavy Artillery, came off to the *Sciota* last night. They bring but little news, having lost the newspapers they had. They state that General Cheatham, with his division, is at Pollard; that General Gibson, with about 4,000 of the Tennessee army, is at Mobile, and in addition about the same number of militia; that there are few troops on the eastern shore, only pickets; that General Gibson has command at Mobile, under Maury; that the remnants of the Tennessee (Hood's) army had gone to Montgomery; that the number killed and wounded in the battles in Tennessee amounted to 15,000 men. This deserter thinks that not more than 5,000 went to Montgomery, there being a great many sick and disabled yet at Tupelo. They state that the Mobile and Ohio Railroad is opened again as far as West Point, and the Montgomery road to that place. One of the refugees, a very intelligent mulatto, thinks that Hood's army did not stop at Montgomery, but proceeded to Augusta. He thinks that there are no troops on the eastern shore but Colonel Maury's command; McCulloch and his command, some 2,500 men, being upon the Mobile and Ohio Railroad, at Citronelle, 32 miles from Mobile. One of the refugees says that a torpedo boat was launched at Mobile the day before yesterday. From his description, I judge it to be one similar to that upon the eastern shore. He says also that the torpedo battery, the heavy wooden framework with torpedos attached, has been placed in the Spanish River, but I think it doubtful if it would be put in the channel way that is so much used by the rebel gunboats. I send down the *Ida*. She requires one or two smooth-bore howitzers and a supply of small arms if she is to be employed upon picket duty. The *Sciota* has coal for four or five days only. These men say that the rebels are building a water battery at Choctaw Point. The deserter reports also that the line of works outside of Mobile is unfinished and that there are few guns mounted upon it.

Very respectfully, your obedient servant,

W. W. Low,
Lieutenant-Commander.

Captain T. P. GREENE,
Commanding First Division West Gulf Blockading Squadron.

Report of Commodore Palmer, U. S. Navy, transmitting report regarding the character of consular officer at Matamoras, Mexico.

No. 89.]

NEW ORLEANS, LA., *February 18, 1865.*

SIR: I have the honor to enclose herewith a copy of letter addressed to me by the commanding officer at the Texas blockade (Captain Emmons) in reference to the consul of the United States at Matamoras, as I think it right that the Government should be aware of the sort of representative we have had at that port.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. LACKAWANNA,
Brazos, February 18, 1865.

COMMODORE: I have but lately touched here on a trip of observation and to communicate with Commander Clary, of the *Seminole*.

From the latter I learn that our consul is in trouble, gotten up, I presume, by the rebel mob congregating at Matamoras. He is now on his way out of this pass in an army transport, having been ordered out of Matamoras, I am told, by the commanding officer in charge of the French forces there.

Commander Clary saw him on shore this morning surrounded by a suspicious class of rebel refugees which, I understand, he is taking out of the country with him, and so much under the influence of liquor that he came off disgusted and reported the facts.

It is lamentable that at a place of so much importance (some fifty sail trading there all the time), and at this particular time, that we have not a better representative on shore to look after our interests. I will go down to the Rio Grande this afternoon, see what I can learn, and, if necessary, communicate with the authorities on shore. I shall then return to Galveston. * * *

I am, very respectfully and truly, yours,

GEO. F. EMMONS.

Commodore J. S. PALMER, U. S. Navy,
Commanding West Gulf Squadron, New Orleans.

Destruction of Confederate schooner Anna Dale, in Pass Cavallo, by boat expedition from U. S. S. Pinola, February 18, 1865.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting reports to the Department.

U. S. FLAGSHIP PORTSMOUTH,
Off New Orleans, La., March 5, 1865.

SIR: I have the honor to enclose herewith for the action of the Department the reports of Captain Emmons, commanding Second Division (marked No. 1); Lieutenant-Commander Erben and Acting Ensign James W. Brown, of the *Pinola* (marked Nos. 2 and 3), of the

capture and subsequent destruction of the armed rebel schooner *Anna Dale*, in Pass Cavallo, Texas, on the night of the 18th ultimo.

I have commended Acting Ensign James W. Brown and the officers and men engaged on the expedition for the energy and zeal displayed by them.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, transmitting reports to Commodore Palmer, U. S. Navy.

U. S. S. LACKAWANNA,

Galveston, Tex., February 22, 1865.

COMMODORE: I forward you with this the report of Lieutenant-Commander Erben, of the U. S. gunboat *Pinola*, and of the officer in charge of a boat expedition, which, like several previous ones improvised in this division, proved a complete success to the extent of cutting out and destroying the armed rebel schooner *Anna Dale*, which, it will be seen, was only waiting an addition to her crew to put to sea from Pass Cavallo to prey upon our commerce.

I will forward the prisoners by the first opportunity.

The master, Joseph F. Stevenson, surrendered to the boarding officer as a lieutenant of the Confederate Navy, and subsequently, when questioned, said he was a master in the same service, but could show no evidence of rank or authority. He and his crew, I think, are fit subjects for hard labor at the Dry Tortugas for the remainder of this war at least, of course if time enough be given. As in the case of other lawless acts on our Northern border, the rebel President or his Secretary of the Navy will endorse this fellow and all of his acts so long as they are aimed against our flag or country.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding 2d Div. West Gulf Blockading Squadron.

Commodore JAS. S. PALMER,

Commanding West Gulf Squadron, New Orleans.

Report of Lieutenant-Commander Erben, U. S. Navy, commanding U. S. S. *Pinola*.

U. S. S. PINOLA,

Off Pass Cavallo, Texas, February 19, 1865.

SIR: I have the honor to make the following report of the destruction of the rebel armed schooner *Anna Dale* in Pass Cavallo last evening by the boats of this vessel:

Having observed for several days a schooner inside the pass, evidently intending to run out when the wind favored, on the evenings of the 16th and 17th I sent in picket boats to watch her, but the sea was too rough on the bar for the boats to cross or the schooner to get

out. Last evening, the sea being very smooth, with wind at E. N. E., I sent in the gig and third cutter, in charge of Acting Ensign James W. Brown, Acting Master's Mate John Rosling in third cutter, to bring out the schooner or destroy her. The boats returned to the ship this morning at 4 o'clock, bringing 9 prisoners and 12-pounder Dahlgren howitzer, some small arms, and one large boat. Mr. Brown reports finding the schooner fast to a wharf and very close under a battery. She had a pivot gun mounted, and everything showed her to be a privateer; lights were seen in the battery, and men heard talking. Mr. Brown made his arrangements, waited until all was quiet, and then pulled alongside to board her. His men jumped on board, seized everyone found, and sent them below; the fasts were then cut, and the vessel drifted into the stream; sail was made and everything done to bring her out, but she grounded. It was then determined to destroy her. The prisoners, with their baggage, were put in one of the schooner's boats, with some small arms; the gun was dismounted and stuck in the same boat; turpentine, with which the boats were furnished, was spread around and fired, and the schooner destroyed.

Mr. Brown reports the *Anna Dale* as of about 70 tons, regularly fitted out as a cruiser, full of provisions, and well supplied with arms and ammunition. She was commanded by a person calling himself Joseph F. Stevenson, whom I have prisoner; he surrendered himself as a lieutenant, but tells me he is a sailing master in the Confederate service. He says he expected 25 men at sunset to fill up his complement, and that had they been there we never would have taken his vessel. He expresses great surprise that our boats were not fired into by the battery, only a few yards off, and having two or three guns and 100 men. The *Anna Dale* was quite fast, and, had she got out, I think, would have done considerable damage. The howitzer captured is the same captured on board the schooner *Velocity*.

I have to express my high admiration of the conduct of both officers and men. The success of the expedition, and without loss, is due to the intelligence and promptness of Acting Ensign Brown, whom I recommend as an efficient and trustworthy officer. Mr. Brown speaks in high terms of the coolness and good conduct of Acting Master's Mate John Rosling. The conduct of Boatswain's Mate James Brown and Quartermaster Burton Bunker entitles them to special mention.

I enclose the report of Acting Ensign Brown; also list of the names of prisoners and of arms captured.

Very respectfully, your obedient servant,

H. ERBEN, Jr.,
Lieutenant-Commander.

Captain GEORGE F. EMMONS,
Comdg. 1st Division West Gulf Squadron, Galveston, Tex.

Report of Acting Ensign Brown, U. S. Navy, commanding expedition.

U. S. GUNBOAT PINOLA, *February 19, 1865.*

SIR: I respectfully beg leave to report that in obedience to your instructions I proceeded last night in command of the boat expedition, consisting of the gig and third cutter, manned by volunteer crews of

14 men in all, the latter boat in charge of Acting Master's Mate John Rosling, for the purpose of capturing or destroying the schooner seen for several days past lying near the entrance to Matagorda Bay, awaiting, as was supposed, a favorable wind for running out.

I left the ship at 6:45 p. m. and steered in a W. S. W. course for the entrance to the channel over the bar, some 2 miles distant from our station, passing which I continued on in the direction I judged the vessel to be, sounding as I went, to obtain if possible sufficient information in regard to the channel to enable me to get her out if captured.

After putting about 4 miles, following the line of the beach, we came to the entrance of a bayou guarded by an earthwork or battery, which we passed within 100 yards without causing any alarm, and at last discovered the vessel made fast to a wharf a half mile farther up the bayou and under the guns of another smaller battery of howitzers.

A careful reconnoissance satisfied me that the darkness of the night and the strict silence we observed had prevented the discovery of our approach. I determined to board the vessel at once and made my arrangements accordingly. At 10 p. m. this was accomplished without difficulty or disaster, and we found her to be a Confederate armed schooner of about 70 tons, called the *Anna Dale*, having a 12-pounder Dahlgren howitzer mounted on pivot and well provided with small arms, ammunition, provisions, etc., and alongside of her four or five launches or large-sized boats, several of which were fitted with apparatus having the appearance of being intended for use in torpedo operations. The officer in command of this schooner, calling himself Lieutenant Joseph F. Stevenson, of the C. S. Navy, finding his deck in our possession, surrendered her at once, with himself and crew of 8 men as prisoners, this number being all that were on board, although he informed me there were 25 more expected to join him last night.

I then got the vessel underway, hoping to bring her out safely over the bar, but had not proceeded far when, owing to the darkness and my limited means of information in regard to the channel, she grounded in close proximity to the battery at the entrance of the bayou, and I deemed it advisable to destroy her. I then dismounted the howitzer and placed it, together with 10 rifles and shotguns captured, in one of the launches and disposed of the prisoners among our own two boats; set fire to the vessel and, after waiting to see the fire well under way, took the launch in tow, passed the battery again without discovery, and returned to the ship at 4 o'clock this morning.

Before closing this report, however, permit me to bear testimony to the prompt and efficient services rendered by Mr. Rosling, whose valuable assistance is worthy of favorable mention; also to add a word in commendation of the praiseworthy example and efforts of Boatswain's Mate James Brown and Quartermaster Burton Bunker, and of the good conduct, strict observance of orders, and coolness of the men generally composing the boats' crews.

Very respectfully, your obedient servant,

JAMES W. BROWN,
Acting Ensign, U. S. Navy.

Lieutenant-Commander HENRY ERBEN, Jr.,
Commanding U. S. Gunboat Pinola.

Letter from the commanding Mexican general at Matamoras to the senior naval officer of the United States off that place, regarding the suspension of functions of the U. S. consul.

[Translation.]

MATAMORAS, *February 19, 1865.*

COMMANDANTE: I have the honor to acknowledge the receipt of your official dispatch having reference to the suspension of the functions of the consul of the United States in Matamoras by authority emanating from myself.

You desire to know if this disposition will affect American residents of this place engaged in commercial or any other class of trade permitted by peaceful laws.

Now, the truth is that these matters appertain to the respective Governments, and I beg you not to believe the false information you have received in regard to them.

His Majesty the Emperor has given to the political prefectos the power to revise the exequatur conceded to the consular agents of all countries in the exercise of their respective functions.

I have written an order to Señor Don E. D. Etchison, to whom it appears to be indispensably requisite for him to suspend the duties of his office.

I have directed the prefecture to furnish him with his passports to return to the United States.

In so much as the American citizens residing in the Empire carry on considerable trade, actual disputes will occasionally arise with other nations, and the general order applies equally to all foreign consuls.

Accept, senior commandante, the assurances of my high appreciation.

HENRY MEJIA,
*Commanding General of New Leon,
Cohahuila and Tampas [Tamaulipas].*

Senior Officer of the Naval Forces of the Northern States on the Coast of Texas.

[Received by Captain Emmons, U. S. Navy, commanding U. S. S. *Lackawanna*. Transmitted to Navy Department by Acting Rear-Admiral Thatcher, U. S. Navy, March 16, 1865.—COMPILER.]

Letter from Lieutenant-Commander Franklin, U. S. Navy, to Major-General Canby, U. S. Army, referring to the nonarrival of vessels coming from the Mississippi Squadron, and other matters.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal street, New Orleans, La., February 20, 1865.

GENERAL: I have the honor to acknowledge the receipt of your note of this date. One of our supply vessels will go to the mouth of the Rio Grande upon the arrival of the mail from the North, which we shall be happy to place at your disposition. I have heard nothing of the monitors or tinclads from up river, though I have telegraphed several times to be informed when they passed Morganza or Baton Rouge, without having elicited a reply. Acting Admiral

Thatcher has arrived in Pensacola, and will probably be here in a few days. I learned this in a letter from the commodore to-day. I think the latter will also be here in a few days. I shall not send the *Arizona*, the flagship, to Mobile Bay until I hear further from him. I had intended going in her myself to-morrow, but shall now wait.

Very respectfully, your obedient servant, -

S. R. FRANKLIN,
Fleet Captain West Gulf Squadron.

Major-General CANBY,
Commanding Military Division of West Mississippi.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing his arrival in Mobile Bay for the command of the West Gulf Squadron.

No. 1.] U. S. SUPPLY STEAMER CIRCASSIAN,
Mobile Bay, February 21, 1865.

SIR: I have the honor to inform the Department that I arrived here in this vessel, via Key West and Pensacola, on the 19th instant, where I found Commodore J. S. Palmer in command, who reports that the two ironclads from Rear-Admiral Lee's squadron have not yet reached New Orleans. I learn from General Granger, commanding the troops at this point, that General Canby remains at New Orleans awaiting the arrival of troops. I shall proceed to that port and inform myself of his plans and intentions and arrange the available part of this squadron with a view to cooperation with the land forces under his command.

Two of the vessels ordered to this station from Admiral Porter's command have arrived, viz, the *Fort Jackson*, Captain Sands, and the *Quaker City*, Commander Spicer, and they will be immediately dispatched to the cruising ground assigned them by the Department.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, regarding the transfer of the West Gulf Squadron.

No. 87.] U. S. FLAGSHIP RICHMOND,
Mobile Bay, February 21, 1865.

SIR: Acting Rear-Admiral H. K. Thatcher arrived here yesterday, and I shall turn over the command of this squadron to him the day after to-morrow.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, announcing the arrival of steamers for the Texas blockade.

No. 88.]

U. S. FLAGSHIP RICHMOND,
Mobile Bay, Ala., February 21, 1865.

SIR: I have the honor to report the arrival of the U. S. steamers *Fort Jackson* and *Quaker City* for the Texas blockade. At least six more vessels can be there efficiently employed.

Blockade runners, since the occupation of the mouth of Cape Fear River, are rapidly turning their attention to the Texas coast.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

WASHINGTON, D. C., February 23, 1865.

General Grant has information which induces him to believe that the French rebel rams are to be directed against Mobile Harbor, and that orders have been sent from Richmond to Mobile to hold that place in anticipation of the arrival of these vessels. Notice should be given to the admiral, and measures taken accordingly.

H. W. HALLECK,
Major-General and Chief of Staff.

Major-General CANBY,
New Orleans.

Instructions of the Secretary of the Navy to Rear-Admiral Thatcher, U. S. Navy, regarding the reduction of the expenses of his command.

NAVY DEPARTMENT, February 24, 1865.

SIR: The Department is of opinion that the fall of Fort Fisher and Charleston will enable it to reduce the expenses of the maintenance of the Navy.

You will therefore send North such purchased vessels as appear by surveys to require very extensive repairs and such as are, in your opinion, the most inefficient, and all those no longer required.

These will probably be sold or laid up. You will also send home any stores that are not required. Further requisitions must be carefully examined before approval, and the commanders of squadrons are expected to use every possible exertion and care to reduce the expenses of their squadrons.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Volunteer Lieutenant Dean, U. S. Navy, commanding U. S. S. Gertrude, regarding the capture of the Mexican brig Eco.

U. S. S. GERTRUDE,
Off Galveston, Tex., February 24, 1865.

SIR: I have the honor to report that on the 19th instant, at 3:30 p. m., discovered a strange sail bearing N. E. by N. and about 7 miles from shore; immediately got underway and gave chase. At 4:30 p. m. spoke hermaphrodite brig *Eco*, with Mexican ensign flying at the main, from Vera Cruz, said to be bound to New Orleans. Sent on board Acting Ensign William Shepherd. He returned at 5 p. m. and reported her as suspicious, her cargo consisting of bags of coffee, rice, sugar, and a lot of jute rope, such as used for baling cotton, apparently, with skids laid on floor of vessel for the purpose of stowing cotton.

In examining her log book, found the words "New York" were erased and "New Orleans" substituted, which alteration apparently was just made.

According to her log she left Vera Cruz on the 11th instant, and by latitude and longitude taken from log book, and the various courses worked up, both by observation and dead reckoning, by marking her track as per course by log on our chart, we find that she has steered nearly a direct course for Galveston, and was standing offshore, making to the southward and westward when first discovered.

Under the foregoing circumstances of the case, I deemed it my duty to take charge of said vessel and send her to port for adjudication.

Her papers are all made out in Mexican dialect. Enclosed please find inventory of log book and papers as sent to Judge ——, of United States district court in New Orleans.

The U. S. steamers *Princess Royal* and *Kanawha* were within signal distance at the time of said seizure.

I have sent Acting Ensign William Shepherd in charge of said vessel to New Orleans, to report to Commodore J. S. Palmer, commanding West Gulf Blockading Squadron, for further orders.

I remain, very respectfully, your obedient servant,

BENJ. C. DEAN,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

The papers of this vessel appear to be regular, with the exception of not specifying who are the passengers, but her course was such after leaving Vera Cruz, and when seen off this port, together with the known currents and winds, and a cargo suited to the rebel market, that I have thought it prudent to place on board a prize crew, to assist her to her pretended port, and consigned her to the United States district judge at New Orleans.

Respectfully, etc.,

GEO. F. EMMONS,
Commanding Second Division West Gulf Squadron.

[Enclosure.]

U. S. S. GERTRUDE,
Off Galveston, Tex., February 24, 1865.

SIR: The following is an inventory of papers found on board Mexican brig *Eco*: Vessel's register; bill of health; clearance; manifest; an unsealed letter, directed to New Orleans; log book.

Very respectfully submitted,

BENJ. C. DEAN,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Greene, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, for a survey of "Deep Hole," Mobile Bay.

U. S. S. RICHMOND,
Mobile Bay, February 24, 1865.

CAPTAIN. The admiral wishes to have the spot known as "Deep Hole" so marked out, by taking bearings of prominent points and objects, that the army will have no difficulty in finding it when they are ready to land their forces, which will be within a few days.

Please have it done as soon as possible, and send me the result.

Very respectfully,

THEO. P. GREENE,
Captain, Commanding First Division West Gulf Squadron.

Commander PEIRCE CROSBY,
Commanding U. S. S. Metacomet, and Senior Officer off Mobile.

Order of the Secretary of the Navy to Acting Master Wells, U. S. Navy, for duty in West Gulf Squadron.

NAVY DEPARTMENT, *February 25, 1865.*

SIR: Proceed with the U. S. S. *Trefoil* off Mobile and report to Acting Rear-Admiral H. K. Thatcher, or the senior commanding officer present, for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master C. C. WELLS,
Commanding U. S. S. Trefoil, Boston.

Boat expedition for the destruction of Confederate steamer near Fort Point, Tex., February 25, 1865.

Report of Lieutenant-Commander Wilson, U. S. Navy, transmitting report of Acting Ensign Roberts, U. S. Navy.

U. S. GUNBOAT CAYUGA,
Off Galveston, Tex., February 26, 1865.

SIR: I herewith forward the report of Acting Ensign Morris, in charge of the boat sent from this vessel last night to assist in destroying the rebel steamer on shore near Fort Point.

The bright lookout kept by the steamer prevented the success of the expedition.

Very respectfully, your obedient servant,

HENRY WILSON,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Comdg. 2d Div. West Gulf Blockdg. [Squad.], U. S. S. Lackawanna.

Report of Acting Ensign Morris, U. S. Navy, commanding boat from the U. S. S. Cayuga.

U. S. S. CAYUGA,
Off Galveston, Tex., February 26, 1865.

SIR: I have the honor to report that in obedience to your order I left this vessel at 6:15 p. m. of the 25th instant, and reported to Lieutenant-Commander Henry Erben, commanding U. S. S. *Pinola*, to form part of boat expedition under command of Acting Master Allen, of the U. S. S. *Lackawanna*, to destroy a steamer on shore near Fort Point. The expedition left the *Pinola* at 9:15 p. m. of the 25th instant and proceeded toward the steamer, and arrived within 15 or 20 yards of her when we were hailed with "Who comes there?" at the same time receiving a volley of musketry from the steamer, upon which we turned and pulled offshore, exchanging a few shots with the enemy, and deeming it impossible to accomplish our object. After getting out of range of musketry we were fired upon from the fort with artillery, they firing four shots without inflicting any damage, more than one musket shot through the clothing of James Burns, coxswain of boat, and one in gunwale of boat, arriving on board this vessel at 4 a. m. of this date.

Very respectfully,

ROBERT MORRIS,
Acting Ensign.

Lieutenant-Commander HENRY WILSON,
Commanding U. S. S. Cayuga.

Report of Acting Ensign Rummell, U. S. Navy, commanding boats from the U. S. S. *Pinola*.

U. S. S. PINOLA,
Off Galveston, Tex., February 26, 1865.

SIR: In obedience to your order I left the ship last night at 9:15 o'clock with the gig and third cutter, the latter boat in charge of Acting Ensign J. W. Brown, and in company with a boat from the

U. S. S. *Lackawanna* and one also from the U. S. S. *Cayuga*, proceeded in to destroy the steamer lying ashore near Fort Point.

At 1:35 a. m. we arrived within 40 yards of the steamer when we were hailed from on board of her and immediately received a heavy volley of musketry, both from the steamer and a party on the beach. We immediately returned fire from our boats, and seeing there were a large number of men on board, and several boats alongside filled with armed men, and finding our approach discerned, it was deemed prudent by the officer in charge of the expedition to withdraw. On our return several shots were fired at us from Fort Magruder, but did us no damage, and we arrived on board ship at 3 a. m. without having met with any casualties whatever.

Very respectfully, your obedient servant,

CHARLES V. RUMMELL,
Acting Ensign, U. S. Navy.

Lieutenant-Commander HENRY ERBEN, Jr.,
Commanding U. S. S. Pinola.

Report of Acting Master Allen, U. S. Navy, commanding expedition and boat from the
U. S. S. *Lackawanna*.

U. S. S. LACKAWANNA,
Off Galveston, Tex., February 26, 1865.

SIR: I have the honor to report that in obedience to your order of the 25th instant I left this ship at 7 p. m. in first cutter, manned by 14 men, proceeded alongside the U. S. S. *Pinola*, where we were joined by the second and third cutters from that ship and also the first cutter from the U. S. S. *Cayuga*. 9:30 proceeded inshore with muffled oars, reconnoitering the while, and finding the approaches to Galveston Harbor clear. 1:30 a. m. Fort Point bearing southeast, distant half mile, formed the boats in two columns and headed directly for the steamer, she being beached on the point and about 40 rods eastward of the fort. When within 20 paces of the steamer, was hailed from the forecastle with "What boat is that?" Receiving no reply they immediately opened upon us with rifles, both from steamer and beach, firing, I should judge, upward of 200 rounds. Fort Magruder also opened upon us, firing 1 shell and 3 shots. Hauled off and consulted with officers in charge of boats, and concluded to return to ship, it being deemed impracticable to board and destroy steamer.

I would also mention that the only casualties, so far as I could learn, were three men slightly wounded.

I have the honor to remain, very respectfully, your obedient servant,

JNO. H. ALLEN,
Acting Master.

Captain GEO. F. EMMONS,
U. S. S. Lackawanna, West Gulf Blockading Squadron.

Report of Acting Master Gill, U. S. Navy, regarding a survey of "Deep Hole" Bay, mouth of Blakely River.

U. S. S. METACOMET, February 26, 1865.

SIR: I have the honor to inform you that in obedience to your instructions I proceeded to Blakely River bar on the night of the 25th ultimo in company with the pilot of the U. S. S. *Octorara*, and thoroughly sounded across the bar, taking the soundings in different places, and found 7 feet water on the bar. Crossing the bar, proceeded up the river toward Spanish Battery and took soundings all the way, to within 400 yards of the battery and about that distance from along the beach, and found from $2\frac{1}{2}$ to 3 fathoms water in the main channel and in the bay called "Deep Hole."

I have the honor to be, very respectfully, your obedient servant,

CHRIS. C. GILL,

Acting Master, U. S. S. Metacomet.

Commander PEIRCE CROSBY,

Commanding U. S. S. Metacomet.

Report of Lieutenant-Commander Benham, U. S. Navy, regarding the destruction of schooners Mary Agnes and Louisa at Aransas Pass.

U. S. GUNBOAT PENOBSCOT,

Off Galveston, Tex., February 27, 1865.

SIR: I have the honor to report the destruction of the schooners *Mary Agnes* and *Louisa* at Aransas Pass. I chased these vessels ashore on the morning of the 16th, and on the 18th sent boats in and set them on fire, having, however, previously sunk them with shells, though in shallow water. Their cargoes consisted of baggage, cordage, wines, crockery, etc., only a few packages of which had been removed.

I am, respectfully, your obedient servant,

A. E. K. BENHAM,

Lieutenant-Commander.

Captain GEORGE F. EMMONS,

Commanding Second Division West Gulf

Blockading Squadron, U. S. S. Lackawanna.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, urging a reduction of expenditures.

NAVY DEPARTMENT, February 28, 1865.

SIR: The Department feels concerned at the very great expenses incurred in the repair of naval vessels and for other purposes connected with the Navy at New Orleans. Economy in every branch should be practiced, and there should be no expenditure that can be avoided. Please enquire thoroughly into the system now practiced and report whether, and if so, in what way, it can be improved, so that the expenditures can be reduced.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, New Orleans.

Report of Commodore Palmer, U. S. Navy, announcing the arrival of the U. S. S. Osage from the Mississippi Squadron.

No. 95.] NEW ORLEANS, LA., February 28, 1865.

SIR: I have the honor to inform the Department that the U. S. ironclad *Osage* arrived from the Mississippi Squadron on the 23d instant and will be ready for service in Mobile Bay in a week.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, transmitting report on the condition of vessels transferred from the Mississippi Squadron.

No. 90.] NEW ORLEANS, February 28, 1865.

SIR: I have the honor to enclose herewith to the Department a report of the fleet engineer of this squadron on the condition of the vessels sent down by Acting Rear-Admiral Lee for service in Mobile Bay.

On examination I find that it will take so much time and expense to put the four tinclads in order to send them around by sea that I have decided to return them at once to their stations in the river.

I shall repair the boilers of the *Cincinnati*, in hopes of getting her ready in time to be useful.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

I concur with Commodore Palmer in relation to the disposition to be made of the vessels named in the foregoing letter.

H. K. THATCHER,
Acting Rear-Admiral.

[Enclosure.]

WEST GULF SQUADRON, ENGINEERS' DEPARTMENT,
New Orleans, La., February 25, 1865.

SIR: I have the honor to report that I have examined the U. S. steamers *Cincinnati*, *Marmora*, *Siren*, and *Peri*, lately arrived at this port from the Mississippi Squadron for service in the West Gulf Squadron.

The *Cincinnati* is a casemated vessel with a recessed wheel; draws, when deep loaded, about 8 feet of water. The boilers of this vessel have been examined and found to be in a very bad condition, requiring at least two weeks' work with a large gang of men to put her in an efficient condition.

In my opinion she is totally unfitted for the service required in Mobile Bay, her side armor plating being about 1 inch and the forward plates 3 inches thick, to say nothing of her draft of water.

The *Marmora*, *Naiad*, *Siren*, and *Peri* are of the class known as tinclads.

The first-named vessel, I am informed, has been in active service for twenty-eight months consecutively; her hull seems to be broken in two places, and will require extensive repairs and alterations before she can be made efficient for outside service.

The *Naiad*, *Siren*, and *Peri* are in somewhat better condition, but in either case, to make them serviceable for use in our fleet, extensive repairs, alterations, and adjustments will have to be made.

I would respectfully recommend that as soon as it can be done without interfering with the hurried work now on hand that the machinery, boilers, etc., of these vessels be put in a condition that will admit of their steaming back to their respective stations in the Mississippi Squadron.

I am, very respectfully,

W. H. SHOCK,

Fleet Engineer West Gulf Blockading Squadron.

Commodore JAMES S. PALMER, U. S. Navy,

Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Lee, U. S. Navy, referring to the nonarrival of United States vessels from the Mississippi Squadron.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., February 28, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 16th instant, informing me that two ironclads and four tinclads have been ordered by you to report to Commander Palmer. These vessels have not yet arrived, but when they come I have no doubt that their service will realize all our anticipations.

The late severe rains in this region have interfered very materially with the movement of troops; it is now bright and dry weather, and if it continues so, we may hope soon to be able to go to work, with fair prospects of good results.

Reports recently received from Mobile concur in the statement that a number of armed launches have been sent in the direction of Jackson, Miss., with the evident design of interfering with shipping on the river, or perhaps with the intention of covering the transfer of rebel troops from the west side of the river. I have given due notice to divisional commanders of your squadron between Red River and Memphis.

During my absence I have authorized Generals Hurlbut and Dana to approve all permits and safe conducts, which, heretofore, under general orders No. 80, required my own approval; the officers of your squadron have all been notified accordingly.

I thank you for your hearty cooperation on all occasions, and for your kind wishes for our success.

I remain, admiral, with high esteem, your friend and obedient servant,

ED. R. S. CANBY,
Major-General.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

Vessels of the Western Gulf Squadron, March 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present station.
Augusta Dinsmore.	4	Screw.	Actg. Vol. Lieut. M. B. Crowell.	Texas coast.
Antona.	5	Screw.	Actg. Vol. Lieut. J. F. Harden.	Off Galveston.
Aroostook.	7	Screw.	Lieut. Comdr. J. S. Skerrett.	New Orleans.
Althea.	1	Screw.	Actg. Ensign F. A. G. Bacon.	Mobile Bay.
Arkansas.	5	Screw.	Actg. Vol. Lieut. David Cate.	Mississippi Sound.
Arthur.	6	Bark.	Actg. Master J. E. Stannard.	Pensacola Bay.
W. G. Anderson.	8	Bark.	Actg. Master H. Tibbits.	Do.
Bienville.	10	Paddle wheel.	Comdr. J. R. M. Mullany.	New Orleans.
Bloomer.	2	Stern wheel.	Actg. Master's Mate A. Whiting.	East Pass, Pensacola Bay.
Buckthorn.	2	Screw.	Actg. Vol. Lieut. W. Godfrey.	Mobile Bay.
Bohlo.	0	Brig.	Actg. Master W. M. Stannard.	Pensacola Bay.
Cayuga.	7	Screw.	Lieut. Comdr. H. Wilson.	Off Galveston.
Chickasaw.	4	Ironclad.	Lieut. Comdr. G. H. Perkins.	Mobile Bay.
Chocura.	4	Screw.	Lieut. Comdr. R. W. Meade, jr.	New Orleans.
Cincinnati.	13	Ironclad.	Actg. Vol. Lieut. Jason Goudy.	Do.
Cornubia.	5	Paddle wheel.	Actg. Vol. Lieut. J. A. Johnstone.	Do.
Carrabasset.	6	Stern wheel.	Actg. Vol. Lieut. Ezra Leonard.	Berwick Bay.
Cowslip.	3	Paddle wheel.	Actg. Master W. T. Bacon.	New Orleans
Corypheus.	2	Schooner.	Actg. Master and Pilot J. C. Lawrence.	Do.
Charlotte.	2	Schooner.	Actg. Master's Mate A. Whiting.	Pensacola Bay.
Estrella.	5	Paddle wheel.	Actg. Master G. P. Pomeroy.	New Orleans.
Elk.	6	Stern wheel.	Actg. Vol. Lieut. Nicholas Kirby.	Mobile Bay.
Fearnot.	5	Ship.	Actg. Master A. Rich.	New Orleans.
Fort Gaines.	4	Stern wheel.	Actg. Master J. R. Hamilton.	Lake Pontchartrain.
Fort Jackson.	8	Brig.	Capt. B. F. Sands.	Coast of Texas.
Genesee.	8	Paddle wheel.	Lieut. Comdr. J. Irwin.	Mobile Bay.
Gerrude.	8	Screw.	Actg. Vol. Lieut. B. C. Dean.	Off Galveston.
Glide.	6	Paddle wheel.	Actg. Master L. S. Fickett.	Berwick Bay.
Glasgow.	3	Paddle wheel.	Actg. Master R. J. Hoffman.	New Orleans.
Hollyhock.	3	Paddle wheel.	Pilot Benj. Tarbell.	Do.
Ida.	1	Screw.	Actg. Ensign F. Ellms.	Mobile Bay.
Itasca.	4	Paddle wheel.	Lieut. Comdr. N. Green.	Do.
J. C. Kuhn.	6	Bark.	Actg. Ensign S. H. Newman.	Pensacola Bay.
J. P. Jackson.	6	Paddle wheel.	Lieut. Comdr. A. R. Yates.	Mississippi Sound.
Jasmine.	2	Screw.	Actg. Ensign F. J. Brenton.	Do.
Kanawha.	4	Paddle wheel.	Lieut. Comdr. B. B. Taylor.	Off Galveston.
Katahdin.	7	Paddle wheel.	Lieut. Comdr. C. H. Greene.	New Orleans.
Kennebec.	5	Paddle wheel.	Lieut. Comdr. T. Abbot.	Pensacola Bay.
Kickapoo.	4	Ironclad.	Lieut. Comdr. M. P. Jones.	Mobile Bay.
Kineo.	6	Paddle wheel.	Lieut. Comdr. J. Watters.	New Orleans.
Lackawanna.	14	Screw sloop.	Capt. G. F. Emmons.	Off Galveston.
Milwaukee.	4	Ironclad.	Lieut. Comdr. J. H. Gillis.	Mobile Bay.
Metacomet.	10	Paddle wheel.	Comdr. P. Crosby.	Do.
Meteor.	6	Stern wheel.	Actg. Master M. Jordan.	Do.
Monongahela.	11	Screw.	Comdr. Jas. H. Strong.	New Orleans.
M. A. Wood.	3	Schooner.	Actg. Master A. C. Starrett.	Mobile Bay.
New London.	5	Screw.	Actg. Master L. Wells.	New Orleans.
Nyanza.	6	Stern wheel.	Actg. Vol. Lieut. C. A. Boutelle.	Mobile Bay.
Narcissus.	1	Screw.	Actg. Master's Mate —	Pensacola Bay.
Octorara.	10	Paddle wheel.	Lieut. Comdr. W. W. Low.	Mobile Bay.
Onida.	12	Screw.	Comdr. T. H. Stevens.	New Orleans.
Ossipee.	13	Screw.	Comdr. Wm. E. Le Roy.	Cruising off Texas.
Osage.	2	Ironclad.	Lieut. Comdr. W. M. Gamble.	New Orleans.
Owasco.	5	Screw.	Actg. Vol. Lieut. L. W. Pennington.	Pensacola Bay.
Pembina.	5	Screw.	Lieut. Comdr. J. G. Maxwell.	Off Sabine.
Penguin.	7	Screw.	Actg. Vol. Lieut. Jas. R. Beers.	Off Galveston.
Fenobscot.	4	Screw.	Lieut. Comdr. A. E. K. Benham.	Off Galveston (coal- ing).
Pinola.	4	Screw.	Lieut. Comdr. H. Erben.	Off Calcasieu.
Pink.	3	Screw.	Actg. Master Saml. Belden.	Mobile Bay.
Pocahontas.	6	Screw.	Actg. Master E. E. Pendleton.	New Orleans.
Port Royal.	10	Paddle wheel.	Lieut. Comdr. B. Gherardi.	Do.
Princess Royal.	7	Screw.	Comdr. M. B. Woolsey.	Cavallo and Aransas.

Vessels of the Western Gulf Squadron, March 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present station.
Pampero.....	6	Ship.....	Actg. Master O. Colburn.....	South West Pass, Mississippi River.
Portsmouth.....	18	Sloop.....	Comdr. L. C. Sartori.....	New Orleans.
Potomac.....	40	Frigate.....	Comdr. A. Gibson.....	Pensacola Bay.
Quaker City.....		Paddle wheel.....	Comdr. W. F. Spicer.....	Coast of Texas.
Richmond.....	22	Screw.....	Capt. Theo. P. Greene.....	Mobile Bay.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks.....	New Orleans.
Sciotia.....	4	Screw.....	Actg. Vol. Lieut. J. W. Magune.....	Mobile Bay.
Sebago.....	10	Paddle wheel.....	Lieut. Comdr. D. B. Harmony.....	Do.
Selma.....	4	Paddle wheel.....	Actg. Ensign L. R. Vance.....	New Orleans.
Seminole.....	9	Screw.....	Comdr. A. G. Clary.....	Rio Grande.
Stockdale.....	6	Paddle wheel.....	Actg. Vol. Lieut. Thos. Edwards.....	Mobile Bay.
Sam Houston.....	1	Schooner.....	Actg. Vol. Lieut. M. Freeman.....	Do.
Tallahatchie.....	6	Paddle wheel.....	Actg. Master T. J. Linnekin.....	Do.
Tritonia.....	1	Paddle wheel.....	Actg. Vol. Lieut. Geo. Wiggins.....	Do.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown.....	San Luis and Velasco.
Vincennes.....	10	Sloop.....	Actg. Vol. Lieut. Wm. M'Gloin.....	Ship Island.
Winnebago.....	4	Ironclad.....	Lieut. Comdr. W. A. Kirkland.....	Mobile Bay.
Kittatinny.....	6	Schooner.....	Actg. Ensign N. J. Blasdell.....	Pensacola Bay.
Rodolph.....	6	Stern wheel.....	Actg. Master N. M. Dyer.....	Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding the destruction of the U. S. S. Arizona.

U. S. FLAGSHIP PORTSMOUTH,
Off New Orleans, La., March 2, 1865.

SIR: I regret to be obliged to report the entire destruction of U. S. gunboat *Arizona*, under command of Lieutenant-Commander George Brown, on the night of the 27th ultimo.

On account of the light draft, this vessel had been fitted for use as a temporary flagship at the time of her destruction, but had not been occupied as such.

I have the honor to forward herewith a copy of Lieutenant-Commander Brown's report of the loss of his vessel, and to report that a court of enquiry is now in session, with orders to investigate the circumstances of her loss, the result of which will be forwarded to the Department without delay.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

NEW ORLEANS, LA., March 1, 1865.

SIR: With a feeling of sadness I perform the painful duty of reporting the total loss by fire of the U. S. S. *Arizona* on the night of the 27th ultimo.

While on our way from the South West Pass to this city and when about 38 miles below this, at about 9:20 p. m., the alarm of fire was heard. The officer of the deck, Acting Ensign James Igo, promptly sounded the alarm bell, and I at once ordered the engines slowed. Accompanied by the executive officer, Acting Master Edward A. Terrell, I at once proceeded to the berth deck and found the fire to be in the engineer's after storeroom, which was situated over the boiler and just forward of the steam drum. At the first glance I

thought it would be readily checked, but in a very few seconds the flames spread with a rapidity which I would not have believed had I not been present. Water from the deck force pump was very promptly supplied, but it seemed only to increase the fury of the flames. At this time the flames had spread aft as far as the lower engine room, driving every one connected with the engineer's department from their stations. The smoke became so dense that it forced all who were below to rush on deck to prevent being suffocated. Acting Master Ed. A. Terrell, the last to leave the berth deck, was obliged to crawl on his hands and knees to avoid the flames and smoke. I endeavored to scuttle the spar deck, so as to point the hose down, but before that could be accomplished the flames came up the fore hatch and around the smokestacks. I ordered the magazine flooded and the vessel headed for the bank, and as she brought up on shore I let go the port anchor to prevent her swinging off, but the chain jammed and the anchor did not reach the bottom.

Seeing no possible hope of saving the vessel and that she was drifting from the bank, I then gave the orders to lower the boats and save the crew. The fire prevented anyone from nearing the port forward boat, and the starboard forward boat was swamped in lowering. Both quarter boats were safely lowered and made two trips each. Although some leaped into the water from the bow and swam to the bank, the majority of those saved were taken ashore by the boats. Not a soul attempted to leave the vessel until I gave the order for them to do so, and the marines were of much service in preventing the boats from being overloaded.

I went ashore in the last boat when no one was to be seen about the vessel. She drifted to the west bank of the river and lodged, and continued to burn until about 12:35 a. m. of the next morning, when she exploded. Knowing that the magazine had at least 18 inches of water in it when gunner's mate came up from below, and that many of the tank lids had been opened, I am of the opinion that the explosion was the boiler. The safety valves on the boiler had been raised and seemed up when the engines were stopped, but the steam stopped blowing soon after we abandoned her, probably owing to the purchase on the valve lever having burned off. Considering the rapidity with which the fire spread and the fact the crew had been lately received from different vessels in the squadron, we were very fortunate in having but 4 missing out of 98 souls that were aboard. Those who were lost must have been drowned by jumping from the bow or by the swamping of the starboard forward boat.

Every officer, and those of the crew who came under my immediate notice, behaved with great coolness. After reaching the bank I caused the crew to be collected at one point, and sent a boat to the telegraph station on the opposite side of the river to report by telegraph and ask for assistance. At about 11:30 p. m. the army transport *Clinton* arrived, and by her I sent all the officers and crew, with the exception of 2 officers and 4 men, to Fort Jackson. I then went across the river to where the wreck was grounded and remained by it until daylight, hoping to be able to recover something, but nothing could be seen of the wreck except three water tanks and one of the masts. At 2 p. m. on the 28th ultimo the tugboat arrived from this

city, when I proceeded to Fort Jackson, took on board the officers and crew, and reached this place this afternoon.

With a consciousness of having done all in my power to save the *Arizona*, I most earnestly request that you will order an investigation of this sad affair at an early day.

I am, sir, very respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from Major-General Canby, U. S. Army, to Major-General Granger, U. S. Army, forwarding telegram regarding the reinforcement of Mobile by Confederate rams from France.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., March 2, 1865.

GENERAL: I send you a copy of a telegram just received.* I do not apprehend that these rams will ever reach Mobile Bay, but we must of course be prepared for any desperate expedient that may be adopted by the rebels. Admiral Thatcher sends over his instructions to Captain Greene by the *Glasgow* this evening. I will come over myself to remain on Saturday. In the meantime any assistance that may be needed will be furnished to the extent of your ability. Navy will not be ready before the middle of next week. The heavy storms that we have had have extended up the river and rendered the country south of Vicksburg impenetrable, and I have ordered the cavalry to this place for transfer to the neighborhood of Mobile. We are now getting transportation in hand, and will be able to have everything over in season if we have reasonably fair weather.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Major-General GORDON GRANGER,
Commanding Thirteenth Army Corps.

Report of Captain Eaton, U. S. Army, giving information received from deserters from Mobile regarding Confederate defenses and forces.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, La., March 3, 1865.

COLONEL: I have the honor to submit to your consideration the following report of information received at this office this 3d day of March, 1865:

Several deserters and refugees who left Mobile February 23, 1865, give the following information: The gunboat *Morgan* has two 6-inch rifled guns and two Brooke guns, 6 and 7 inch rifled. The *Nashville*

* See Halleck to Canby, February 23, p. 48.

has two Brooke 7-inch rifles—one of them is on pivot forward and another aft. She is pierced with six ports; she is clad only at each end. There are four blockade runners doing picket duty—the *Red Gauntlet*, the *Virgin*, the *Mary*, and the *Heroine*. The *Mary* and *Heroine* have a small brass gun each. The *Morgan* has 75 men and draws 8 feet of water. The *Nashville* has 42 or 43 men and officers and draws 11 feet. The *Tuscaloosa* draws between 7 and 8 feet. The *Huntsville* draws about the same as the *Tuscaloosa*. Captain G. W. Harrison commands the *Morgan*. Captain Bennett commands the *Nashville*. A round battery, mounting two XI-inch guns, is sunk flush with the water in the Apalachee River. It has six port holes; it is said to be of little account. There are two large square floating batteries, mounting two IX or XI inch smoothbore guns each, one near the city, the other near the upper part of Spanish River, aground. They are built in the shape of a ram, with 45 degrees slant of sides and little covering overhead. One informant states that a Confederate colonel told him that there were 20,000 men in Mobile and 10,000 more within twelve hours' march. Another informant states that there are only 8,000 or 9,000 men in Mobile, and that he witnessed a review of them. It is reported that there are two heavily fortified bluffs on the Alabama River; also that Selma is well fortified. The inhabitants of Mobile expect it to be taken, but not without a fight. It will not be evacuated. The two divisions of Hood's army which came to Mobile on the 20th of January last were scattered about Mobile and Pollard when the informant left.

I have the honor to be, very respectfully, your obedient servant,
S. M. EATON.

Lieutenant-Colonel C. T. CHRISTENSEN,
Asst. Adjt. Gen., Military Division of West Mississippi.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting the services of several mortar boats.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, March 4, 1865.

ADMIRAL: I have just learned that there are several mortar boats in your fleet that are probably not needed. They may be of essential service to us if the operations at Mobile are at all protracted, and I have the honor to request that you will send to this city as many (four or five) of them as are not required by you. They will be used simply for the army mortar batteries, and will require no men for the service of the mortars.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Acting Master Fickett, U. S. Navy, commanding U. S. S. Glide, regarding the capture in Vermilion Bayou of schooner Malta, of Belize.

U. S. S. GLIDE,
Off Brashear City, La., March 4, 1865.

SIR: In obedience to your order of the 28th ultimo, I proceeded toward Vermilion Bayou. The weather being very bad, I did not arrive at the mouth of the bayou until the night of the 2d instant, where I remained until morning. On my way over there, however, I captured a boat and one of three men who were in her, and he informed me that he belonged to the Seventh Louisiana Cavalry Reserve Corps. Early on the morning of the 3d, I determined to sound out the channel which leads into the bayou, and while doing so I took on board a rebel deserter, also of the Seventh Louisiana Cavalry, who informed me that the blockade runner which you sent me after had gone to sea about a month since, and that she laid on the bar aground nearly two weeks before getting out. He also informed me that there was another schooner about 9 miles up the bayou, loaded with about 75 bales of cotton and bound for Havana. I proceeded toward her, and about 11:30 a. m. sighted her across a point of woods under foresail and jib, steering up the bayou. I fired one shot across the point to heave her to. In about ten minutes after that I had a boat alongside of her in charge of Acting Ensign John P. Cole, who reported her scuttled and abandoned. I found a chronometer box on board, but no chronometer, no register, crew list, or bills of lading. There was a British flag in her cabin. All the papers found on board I forward to you as I found them. Her name is the *Malta*, of Belize, though there has evidently been two other different names painted on her stern. I lightened her forward, so as to get at the leak, by transferring part of her deck load to my vessel. After temporarily stopping it, I proceeded with all possible dispatch to this place, where I arrived at 8 p. m. to-day. I found Vermilion Bayou navigable and very clear of trees on the banks as far as I went. The water is very shoal on the bar, however, except in southerly winds. I found 4½ feet going in, and as the tide was flowing very fast, with a southeast wind blowing fresh, I found 6 feet coming out. I understood from the people living on the banks of the bayou that the schooner was guarded against rebel deserters by five rebel soldiers while on her passage down the river.

I am, sir, very respectfully, your obedient servant,

L. S. FICKETT,
Acting Master, Commanding.

Acting Volunteer Lieutenant EZRA LEONARD,
Senior Officer Present.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, transmitting a letter regarding the fortifications of Galveston.

NAVY DEPARTMENT, *March 6, 1865.*

SIR: I herewith transmit for your information copy of a letter dated the 27th ultimo, addressed by Leonidas Haskell to Colonel L. C. Baker, of the War Department, in relation to the rebel defenses of Galveston, Tex.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blckdg. Squadron, New Orleans, La.

[Enclosure.]

IRVING HOUSE, *February 27, 1865.*

DEAR SIR: I was visited this evening by Samuel Norress, and in the course of our conversation he gave me the following account of the fortifications of Galveston: He says that they have seven 100-pounder rifled cannon on the fort or the point on the island. Six of those guns were brought from Richmond, having crossed the Mississippi at Baton Rouge, sent up the Red River and down the Sabine, from thence to Galveston, consuming six months' time in transportation. The seventh is one of the two captured on the *Harriet Lane*, the other having burst. All the other forts are of minor importance, being armed with 32-pounders only, and are simple earthworks.

There are but very few troops there now, under General Walker. He embarked those whom General Banks undertook to take Galveston. There were but about 3,000 troops in that part of the State.

Thinking this may be of some service, I send it to you, thinking that through you it would most readily reach the war office.

Very truly, yours,

LEONIDAS HASKELL.

Colonel L. C. BAKER.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, in view of the possible arrival of Confederate rams from France.

No. 12.]

U. S. FLAGSHIP ALBATROSS,
Off New Orleans, La., March 6, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter in relation to the possible arrival on our coast of the rebel rams from France.

I beg leave to suggest that it is highly important that an ironclad steamer should be placed as a guard vessel at the Head of the Passes on the Mississippi and at Pensacola. All the ironclads now here are required for operations against the defenses of Mobile.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Stevens, U. S. Navy, commanding U. S. S. Oneida, to proceed off Galveston.

U. S. NAVAL HEADQUARTERS,
 * No. 148 Canal street, New Orleans, La., March 6, 1865.

SIR: As soon as your vessel is ready for sea you will proceed in command of her to the coast of Texas and report to the senior officer off Galveston for duty.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
 Commander THOMAS H. STEVENS, U. S. Navy,
Commanding U. S. S. Oneida, New Orleans, La.

Operations against Mobile from March 8, including the capture of the city, April 12, 1865.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, advising a naval reconnoissance in force.

HDQRS. ARMY AND DIVISION WEST MISSISSIPPI,
Fort Gaines, Ala., March 8, 1865.

ADMIRAL: I have received information that is regarded as very reliable that the rebels have torn up about 30 miles of the Mobile and Montgomery Railroad in the neighborhood of Pollard, and are removing the material in the direction of Montgomery. This, coupled with other information, looks very much like an actual or contemplated evacuation of Mobile. It will materially advance our arrangements if this fact can be ascertained by a reconnoissance in force by the gunboats and monitors, which will draw the fires of the batteries and determine whether the guns have been removed from them.

Will you do me the favor to order this, if you concur in its propriety.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

[Endorsement.]

FLAGSHIP RICHMOND,
Mobile Bay, March 10, 1865.

CAPTAIN: You will see by the enclosed confidential dispatch from General Canby, addressed to me, what is to be done. So soon as it moderates we shall move up merely to feel the enemy, though we are not ready for an attack in force.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding.

Commander PEIRCE CROSBY,
Commanding U. S. S. Metacomet.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising a reconnoissance.

U. S. FLAGSHIP RICHMOND,
Mobile Bay, Ala., March 10, 1865.

GENERAL: Yours of the 8th instant is just received by the hand of Captain Barrett. I will go up with the light-draft boats to feel the enemy so soon as it moderates.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Chickasaw, for a reconnoissance.

FLAGSHIP GLASGOW,
Off Mobile, March 11, 1865.

SIR: You will proceed with the *Chickasaw* under your command in toward Garrow's Bend and draw the enemy's fire, and you will ascertain the number of guns he has mounted in his batteries with as much certainty as possible.

You will take care not to go in water shoal enough to endanger the grounding of your vessel.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding.

Lieutenant-Commander G. H. PERKINS,
Commanding Chickasaw.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding a naval reconnoissance in force.

U. S. FLAGSHIP RICHMOND,
Mobile Bay, March 12, 1865.

SIR: I have the honor to inform the Department that I received official information from General Canby, under date of the 8th instant, informing me that there were indications that the rebels had torn up about 30 miles of the Mobile and Montgomery Railroad in the neighborhood of Pollard and were removing the material in the direction of Montgomery, indicating an evacuation of Mobile, and suggesting to me a reconnoissance in force by the gunboats, which I made yesterday with the five monitors in as close proximity as the shallow water and the obstructions would permit, drawing from the enemy heavy fire and proving that the defenses were intact.

As soon as General Canby is ready to advance, I shall cooperate as effectively as the depth of water in the upper bay will allow.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Greene, U. S. Navy, to Commander Crosby, U. S. Navy, forwarding chart of the waters of Mobile Bay.

U. S. S. RICHMOND,
Mobile Bay, March 13, 1865.

CAPTAIN: I send you by the master of the U. S. S. *Pink* a chart of the waters of Mobile, on which is marked in red where General Canby says he has your information there is a passage into the Blakely River where vessels can carry 10 feet. There is also marked in red the route taken by the blockade runner *Heroine* when she attempted to get out some time since. Will you please take the first opportunity of ascertaining the truth of the information and let me know the result?

Very respectfully,

THEO. P. GREENE,
Captain, Commanding Naval Forces, Mobile Bay.

Commander PEIRCE CROSBY,
Comdg. U. S. S. Metacomet, and Senior Officer off Mobile.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding proposed movement of troops and requesting naval cooperation.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Fort Gaines, Ala., March 16, 1865.

ADMIRAL: I propose to move a column of 9,000 men to-morrow morning up the coast, crossing or turning Bon Secours Creek at the most favorable points, crossing the East Branch of Fish River as low down as practicable, and striking the North Branch near Dannelly's Mills, where the crossing will be made. Another column of 10,000 men will move by water through Bon Secours and Fish River bays, debarking at a point about 1 mile below Dannelly's Mills. In this movement we shall need the cooperation of the navy, both for convoy and for transportation, to the extent that you may be able to assist with your light-draft vessels, and by a demonstration up the bay with the heavier vessels. This movement will probably be made on Sunday morning, the troops embarking at this place on Saturday night, so as to be in the neighborhood of the entrance of Fish River Bay early on Sunday morning. I design to make a demonstration on the west side of the bay by landing a brigade of about 2,000 men on Cedar Point on Saturday, but this will be limited to a demonstration that will have the effect of drawing off the attention of the enemy from the movement on the east side of the bay. Will you do me the favor to give us such aid as you can from your squadron, and I shall be pleased to receive any suggestions that you may think proper to make in relation to the cooperation of the two arms.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Captain Greene, U. S. Navy, to Major-General Canby, U. S. Army, regarding cooperation.

U. S. S. RICHMOND,
Mobile Bay, March 16, 1865.

GENERAL: Your communication of this date is received. I shall be most happy and ready to give you all the assistance in my power. Six tinclads are all the light-draft vessels at my disposal. They will be ready at any moment. The admiral will probably be here this afternoon or to-morrow. I shall dispatch a tug to New Orleans this afternoon.

Very respectfully, your obedient servant,

THEO. P. GREENE,
Captain, Commanding Naval Forces, Mobile Bay.

Major-General EDWARD R. S. CANBY,
Commanding District of Florida and West Mississippi.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising cooperation.

NAVAL HEADQUARTERS,
New Orleans, March 17, 1865.

I shall be with you with all speed, your communication having just been received, 11 p. m. The fleet will cooperate as you desire.

Very respectfully, your obedient servant,

H. K. THATCHER,
Rear-Admiral, Commanding West Gulf Squadron.

Major-General CANBY,
Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the movements of military forces.

WEST GULF SQUADRON,
U. S. Flagship Glasgow, Mobile Bay, March 21, 1865.

SIR: I have the honor to inform the Department that the troops under command of General Canby are now being landed from army transports and navy tinclads on the right bank of the Fish River, at a point called Dauley's [Dannelly's] Mills, about 17 miles above its junction with Mobile Bay; whilst the gunboats have been shelling the woods from Point Clear to Blakely River Bar, for the purpose of clearing the coast of the enemy's forces, supposed to be lurking in that vicinity, and also of drawing the fire of the batteries, should there be any new ones erected between Point Clear and Spanish Fort, below Blakely.

General Canby will advance as rapidly as the necessary construction of bridges for the passage of artillery over the numerous streams and swamps will admit, and such of the naval force as are of suitable draft for the shallow waters of the upper bay will coop-

erate with the general alongshore, keeping open communication by signal.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding details of the proposed forward movement.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Dannelly's Mills, March 24, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday and its enclosure. The rear division of the Thirteenth Army Corps will be up to-day, and we move forward to-morrow morning. If the roads are as good as we now hope to find them, we will be able to communicate with you from the neighborhood of Point Zeb to-morrow night, or on the morning of the 26th. We will send back from this place to-morrow a part of our bridge, to be towed up the bay to the point that will be selected as our depot. Will you please send up one or two of the tinclads to convoy it, and any boats that may be here when the troops leave, to the anchorage at the mouth of Fish River, where the bridge material and some of our supplies will remain until they are ordered up the bay? I will communicate with you again to-morrow morning.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the sinking of the U. S. S. *Milwaukee* and referring to the rumored evacuation of Spanish Fort.

U. S. FLAGSHIP STOCKDALE,
Off Starke's Wharf, March 27, 1865—8 p. m.

DEAR SIR: I don't know how you are progressing. My day's work has been mainly in working the ironclads over the bar into deep water, in which I succeeded. Late in the afternoon a supply steamer came over from Mobile, and the *Milwaukee* steamed in as far as we had buoyed the channel to shell her out, and did so effectually, causing her to depart in haste. But in dropping back with the current stern foremost, struck a torpedo, which exploded under her bilge, causing her to sink. I immediately dispatched her captain to Pensacola for submarine armor and steam pump to raise her, which I hope to be able to do. In the meantime I have three inside the bar, and shall pass the night torpedo-dragging and buoying and preparing for what may turn up to-morrow. I received through

the signal officer a message at 4:30 p. m. to-day from General Granger, saying that Spanish Fort was being evacuated, and desiring me to push up the ironclads and drive off three gunboats and transports which were receiving the troops. Could not understand it, as the forts were then firing rapidly, and we could see all steamers approaching, none having come down since the shelling. Hope to hear of your good fortune soon. The officer now going to you from Pensacola will, I hope, give you favorable news from the advancing troops.

I am, general, very truly, your obedient servant,

H. K. THATCHER.

Major-General E. R. S. CANBY,
Commanding Department of the Gulf.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Chief Engineer Shock, U. S. Navy, regarding the urgent need of torpedo arrangements.

U. S. FLAGSHIP STOCKDALE,
Off Fish River, [Ala.], 1865.

DEAR SIR: The army have moved up to Point Zeb, near Spanish Fort, and most of the fleet are up there. I am most anxiously awaiting the torpedo arrangements from your hands, as we have now no time to lose. Pray hasten forward this work, as we are greatly in need. We are doing all we can here.

In great haste,

H. K. THATCHER.

Chief Engineer Wm. H. SHOCK, U. S. Navy,
New Orleans, La.

Sartori being ordered North, I am thrown out of gear about my family and know not what to do, as I can not now come to see about it.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, arranging a conference regarding measures of cooperation.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
March 28, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your note of yesterday, and send General Comstock this morning to explain our line of investment and to indicate the measures by which you can cooperate with us. We have no signal stations below D'Olive's Creek, but will have the telegraph in operation to-day. I send a signal officer to ask you to meet General Comstock at Howard's Hotel.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding a loan of mortar boats.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
March 28, 1865.

SIR: I have the honor to acknowledge the receipt of a copy of Admiral Lee's communication addressed to you on the 15th in relation to the five mortar boats sent by him at my request. These boats are intended to be used where the ground is too marshy to establish land batteries, and I expect to have them manned by the army, but I will be very glad if you will please to have them towed over as soon as possible.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, arranging for the opening of fire by the monitors on Spanish Fort.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
March 29, 1865.

ADMIRAL: We are progressing fairly, establishing new batteries and making some changes in our line as we develop the enemy's line and strength. I will throw back the right of our line to-day or to-night, so that the monitors can open on the fort without firing into our troops. I will be able to send you this afternoon a survey of the lines, and to indicate the direction that should be given to the fire of the monitors. The telegraph is now working to the landing, and by signal stations communication with your flagship can be kept.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the opening of fire upon Spanish Fort.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Near Spanish Fort, Ala., March 30, 1865.

ADMIRAL: I have the honor to transmit a copy of the survey showing the position of our lines with reference to Spanish battery. Our heavy batteries will probably be ready to open at 8 p. m. Will you please order the monitors to open at the same time? I will signal the time for opening. Eight 30-pounder rifles will open at the same time upon Battery Huger and the rebel gunboats.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the sinking of the U. S. monitors *Milwaukee* and *Osage*, also U. S. tinclad *Rodolph*, by torpedoes, and transmitting reports of commanding officers.

No. 51.]

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 3, 1865.

SIR: I have the honor to inform the Department that the river monitors *Milwaukee*, Lieutenant-Commander J. H. Gillis, and *Osage*, Lieutenant-Commander W. M. Gamble, have been sunk by torpedoes at the entrance of Blakely River, the former on the 28th ultimo, and the latter on the 29th, as they were advancing and firing upon the rebel forts commanding the entrance.

Before sending the monitors over the shallow bar into the river, I had it thoroughly dragged for torpedoes and many were removed. We continued to drag until no more could be found, and it was believed that we could successfully advance upon the forts, but the result has proved the impossibility of doing so without endangering the loss of all our light-draft vessels. These hidden instruments of destruction abound everywhere in these shallow waters. The tinclad steamer *Rodolph* was also sunk by a torpedo on the 1st instant, while towing a scow to the sunken vessels with implements for the purpose of raising the *Milwaukee*. These vessels will probably be lost, though we shall be able to save the guns and much valuable property from them. On the sinking of the *Milwaukee*, I dispatched a vessel immediately to Pensacola for a steam pump and divers' apparatus with the men to work them. They were promptly forwarded by Commander Armstrong, the commandant of the yard, but the sunken vessels are so badly broken that they can not be raised. The divers, however, are retained to save as much property as possible from the wrecks, and, although under fire from the rebel batteries, we are doing all in our power. The remaining monitors are still in the river near the forts, with the object of cutting off supplies from the city, and are usefully employed. General Canby has completely invested these works, Fort Alexis and Spanish Fort, which command Batteries Huger and Tracy, and I am now preparing a navy battery of the heaviest guns which can be obtained to operate on shore in conjunction with the army. The ground around the forts, as well as the roads, is planted with torpedoes, which occasionally explode, destroying men and animals.

I enclose herewith copies of the reports of Lieutenant-Commander Gillis, Lieutenant-Commander Gamble, and Acting Master Dyer, the commanding officers of the *Milwaukee*, *Osage*, and *Rodolph* (marked Nos. 1, 2, and 3), detailing the circumstances connected with the loss of their vessels.

No casualties occurred on board the *Milwaukee*. On board the *Osage* 4 were killed and 8 wounded. On board the *Rodolph* 1 man was killed, 11 were wounded, and 3 are missing. The reports of the medical officers of the *Osage* and *Rodolph* (marked Nos. 4 and 5) are also enclosed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure No. 1.]

U. S. S. GENESEE,
Mobile Bay, March 30, 1865.

SIR: I take the earliest opportunity to make a report of the sinking of the U. S. S. *Milwaukee*, under my command, on the afternoon of the 28th instant.

I had proceeded up the Blakely River in company with the U. S. S. *Winnebago* to within about $1\frac{1}{2}$ miles of the lower fort on the left bank of the river for the purpose of shelling a rebel transport supposed to be carrying supplies to the fort; had succeeded in causing the steamer to retreat up the river, and was dropping with the current to resume my former position, keeping the bow of the vessel headed upstream, my object in so doing being to avoid in turning the accident that caused the sinking of the *Milwaukee*. I had returned within about 200 yards of the U. S. ironclad *Kickapoo*, then lying at anchor, and supposed the danger from torpedoes was past, as I was where our boats had been sweeping, and also exactly in the same place where the U. S. ironclad *Winnebago* had turned not ten minutes before, when I felt a shock and saw at once that a torpedo had exploded on the port side of the vessel, abaft the after turret, and, as near as I could determine at the time, about 40 feet from the stern.

My first object, after realizing the impossibility of saving the vessel, was to save the crew, and I am happy to be able to state that this was done without the loss of a single person.

There was naturally some confusion at first, the hatches being closed, and but three being provided with levers to open them with from below, and those who were not on deck being dependent on those who were, for other means of egress; but a single command served to restore order, and all came on deck in a quiet, orderly manner.

The stern of the vessel sank in about three minutes, as near as I can judge, but the forward compartments did not fill for nearly an hour afterwards, giving the crew an opportunity of saving most of their effects.

I saw every man off the vessel, sending them to the *Kickapoo*, Lieutenant-Commander Jones, for instructions, and then proceeded to the flagship, reporting to you in person, and obtaining your permission to proceed to Pensacola for the purpose of procuring such appliances as would be necessary in raising the *Milwaukee*.

I am happy to be able to add that I have obtained the services of two experienced divers, and also a steam pump, and there is every prospect of my retaining my old command until I have the pleasure of seeing her guns once more used against those who are no doubt now exulting over her supposed loss.

I have the honor to be, very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile Bay, Ala.

[Enclosure No. 2.]

MOBILE BAY, ALA., March 29, 1865.

SIR: I have the honor to submit the following report of the circumstances attending the loss of the U. S. ironclad *Osage* under my command:

About 2 p. m., this instant, being at anchor inside of Blakely Bar, in company with ironclads *Kickapoo*, *Winnebago*, and *Chickasaw* and gunboat *Octorara*, with a strong breeze from the eastward, I deemed it necessary to move my anchorage to avoid colliding with the U. S. S. *Winnebago*, which vessel had dragged close alongside. *

I weighed anchor and had moved off to a safe distance ahead, and on her starboard bow, when I stopped and ordered hands ready to let go the anchor in 2 fathoms water, the last sounding given after I had pulled the bell to stop. Almost immediately after stopping, I ordered three bells rung to back, and moved forward from the pilot house, intending to step on the turret to order the anchor let go, but had not taken more than three steps from my position at the forward door of the pilot house when a torpedo exploded under the bow, and the vessel immediately commenced sinking.

I ordered the executive officer, Acting Master G. W. Garrison, to take as many men below as necessary and search for wounded or killed and to send all the rest of the crew on the hurricane deck except two hands at each boat to haul them alongside.

My orders were executed promptly, and although the ship filled and settled rapidly, two killed and the few wounded below were passed up. Three others were wounded on deck.

The names of the killed and wounded I will furnish you as soon as I can ascertain them. The wounded were conveyed to the nearest ship for medical attendance. It was impossible to save but few articles belonging to the ship, as she almost immediately filled.

As the position to which I moved the *Osage* had been thoroughly dragged by boats, I am of the opinion that the torpedo by which she was sunk was submerged and drifting.

I respectfully request that a board of officers may be ordered to investigate the circumstances attending the loss of the *Osage*.

I am, sir, very respectfully, your obedient servant,

WM. M. GAMBLE,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

[Enclosure No. 3.]

U. S. S. RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: It becomes my duty to make to you the following report relative to the sinking of this vessel yesterday by the explosion of a torpedo:

Having received orders to report on board the *Metacomet* at 10 a. m., I had left the ship for that purpose, leaving my vessel at anchor a short distance inside the bar, in charge of my executive officer, Acting Ensign J. F. Thomson; from him I have obtained the following information, which embraces all the facts connected with this unfortunate affair up to the time of my arrival on board:

At 1 p. m., in obedience to signal from flagship, weighed anchor and passed within hail, receiving orders to take a barge alongside, containing apparatus for raising the *Milwaukee*, and proceeded with it inside the bar, crossed the bar, and stood up toward the *Milwaukee*. At 2:40 p. m., when directly between the *Chickasaw* and *Winnabago*, exploded a torpedo under our starboard bow, from the effect of which the ship rapidly sank in 12 feet of water.

I arrived on board at 3:20 p. m. and found the wounded properly cared for, by the promptness with which boats were sent to our assistance from the vessels in the vicinity. The torpedo exploded under our starboard bow about 30 feet abaft a line drawn at right angles with our stern, coming through the gun deck, at the break of the platform, on which our Parrott guns were mounted, and from the effects of the explosion that can be seen, I should judge there was a hole through her bow at least 10 feet in diameter; she now lies with her gun deck submerged about 5½ feet at low water.

I regret to report a loss of 1 killed, 11 wounded, and 3 missing. I enclose surgeon's report of killed and wounded; also a certified list of the men on board, with casualties.

All of the public property, such as small arms, etc., that could be got at was at once removed to the deck above water, and I am now engaged in removing the guns.

The accounts of the ship, public money, and nearly all of the small stores and clothing were stowed on the boiler deck, and thus are safe.

I desire to testify to the zeal manifested by my officers and men in their efforts to save property, and the cheerfulness with which they have obeyed all orders.

Very respectfully, your obedient servant,

N. M. DYER,

Acting Master, Commanding.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

[Enclosure No. 4.]

U. S. S. TALLAHATCHIE,

Mobile Bay, April 4, 1865.

SIR: The following is a list of the killed and wounded of the U. S. S. *Osage*:

Killed.—Lewis De Wall, master at arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman.

Wounded.—John Jouan, captain of fore; James Harris, ordinary seaman; W. G. Fisher, ordinary seaman; William Hartley, ordinary seaman; Charles Couburn, landsman; Nicholas Haydenger, landsman; William G. Boyson, boatswain's mate; Michael McGuire, seaman.

Respectfully, etc.,

R. W. GIFFORD,

Acting Assistant Surgeon, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

[Enclosure No. 5.]

U. S. S. RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: I respectfully beg leave to make the following report of the casualties on board this vessel from the explosion of a torpedo on the afternoon of April 1, 1865:

Theodore Texada, landsman, killed instantly; Michael Driscoll, landsman, missing, with conclusive evidence of being killed; Johnson Smith, landsman (colored), missing, with conclusive evidence of being killed; Jule Baltour, boy (colored), missing, with conclusive evidence of being killed; John Wilson, captain of hold, contusion of leg; John S. Adams, ship's painter, contusion of shoulder and of head; Sewell Chicquoine, second-class fireman, dislocation of knee; George McDonald, landsman, contusion of feet; James H. Miller, landsman, contusion of foot; Daniel Kelley, landsman, wound of head; Eli Robertson, landsman (colored), fracture of left leg and dislocation of left knee (serious); William Strother, second-class fireman (colored), compound fracture of both bones of arm (serious); Henry Rounds, first-class boy, concussion of brain; Anderson Wilkins, first-class boy, contusion of knee; Moses Payne, second-class boy (colored), contusion of shoulder and lower jaw.

Very respectfully, your obedient servant,

EDWARD P. COLBY,
Acting Assistant Surgeon.

Acting Master N. M. DYER, U. S. Navy,
Commanding U. S. S. Rodolph.

Report of Acting Third Assistant Engineer Burk, U. S. Navy, regarding the sinking of the U. S. S. Osage.

U. S. S. TALLAHATCHIE,
Off Mobile, April 4, 1865.

SIR: On Wednesday, the 29th of March, 1865, the U. S. S. *Osage* was struck by a torpedo off the mouth of Blakely River, and sunk in about five minutes, taking with her all my papers, including my appointment, which I respectfully ask a copy of the same.

I am, sir, very respectfully, your obedient servant,

WILLIAM BURK,
Acting Third Assistant Engineer, U. S. S. Tallahatchie.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Chief Engineer Shock, U. S. Navy, regarding measures for saving the sunken vessels.

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, March 30, 1865.

MY DEAR SIR: Our ironclads are inside the bar, and two, the *Milwaukee* and *Osage*, are on the bottom by torpedoes, just out of reach of Spanish Fort. A steam pump and submarine armor may save them if the application is made at once, and I have sent Gillis

in the *Trefoil* to Pensacola an hour after the first accident to get, if possible, these essentials, but he may not be able to do so. What can be done for us in New Orleans in that line? Their decks are now awash, and perhaps they can be saved if not on quicksands. This loss is severe, aside from the death of 2 and wounding of 6 in the *Osage* on the evening of the 29th; both had their rakes down at the time, but they failed to save them. We had buoyed the bar channel and successfully passed over all irons, save the *Cincinnati*; even the *Octorara* was got in by dint of severe work and removing guns and ammunition. The southerly blow favored us.

As to the forts, they have made heavy fight, but are now closely invested and can not escape, we think. Six thousand troops are said to be inside the works. We have shelled off all supplies from Mobile, and if the remaining monitors can be kept inside the bar they must surrender, as our siege guns will be in play soon. Then we must have the tinclads with the torpedo fixtures at once, to enable us to advance upstream to the obstructions.

The ground occupied by the blown-up monitors had been thoroughly dragged by grapnels and many torpedoes destroyed before any advance was made, and the officers dragging pronounced it all clear and free.

I send the boat back at once. We have required Dr. [J. C.] Palmer very much in amputations of legs and arms. I must send down for Dr. [L. J.] Williams at once.

In great haste, I am, very respectfully,

H. K. THATCHER.

W. H. SHOCK, Esq.,
Chief Engineer, West Gulf Squadron.

[Telegram.]

HEADQUARTERS ENGINEER BRIGADE, *March 30, 1865.*

We have got our ironclads up as far as is considered safe from torpedoes. We can not well sweep for them under fire. We have had one of our ironclads sunk by torpedoes already. When do you expect to get your heavy guns to work?

J. S. PALMER,
Commodore, Commanding First Division.

Major-General CANBY.

[Telegram.]

HEADQUARTERS, ETC., *March 30, 1865.*

Your dispatch is just received. We expect to open with the heavy guns and mortars to-morrow morning. I will send the admiral to-night a copy of the survey showing our positions.

E. R. S. CANBY,
Major-General, Commanding.

Commodore J. S. PALMER,
(Care General Bailey).

[Telegram.]

EXTREME RIGHT BATTERIES,
March 31, 1865—8:30 a. m.

We have the range on the ram very well. She has fired but two shots and is moving up the stream. No shells from the fort guns have exploded. The transports have got safely out of the way. The ram, like the *Tennessee*, fires only halfway across. Our shots on the ram don't seem to affect her, although several have struck her. I am at the left of the batteries, in a ravine—a good place for observation. The fort guns have got the range well. We have now opened on the fort.

M. ADAMS, Jr.

Captain S. M. EATON.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to commanders of picket boats.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, Ala., March 31, 1865.

Commanding officers are directed to see that the picket boats provided by their vessels are properly manned and equipped.

The crews should be composed of the best oarsmen and the most trustworthy men in the vessel.

The crew should be armed with rifles, and must not be allowed to remove their waist belts.

The boats should be supplied with moorings and with ropes or chains for sweeping.

The oars should be carefully muffled.

The officers and men employed in the work of night picket should be made to understand that they are employed on a most important work, one on which the safety of the ironclads depends, and that nothing can excuse a careless discharge of such duty.

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

NOTE.—Commander Peirce Crosby commanded the U. S. S. *Metacomet* off Mobile, Ala.

[Telegram.]

HEADQUARTERS ENGINEER BRIGADE, *March 31, 1865.*
 I shall be off to your headquarters in about an hour.

J. S. PALMER,
Commodore, Commanding First Division.
 Major-General CANBY.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting aid in cutting off the approach to Battery Huger.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 1, 1865.

ADMIRAL: It is represented that light-draft steamboats are able to reach Battery Huger from Mobile by the routes indicated in pencil on the accompanying map. The entire course of these boats can not be followed from the signal stations, either on the right or left, but it appears to be certain that they can get into the Apalachee River without coming down the Blakely. Will you do me the favor to have them watched, and if within reach of your guns stopped?

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising to guard the approach to Fort Tracy.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, [April 1], 1865.

GENERAL: I have the honor to acknowledge the receipt of your dispatch of this day's date, accompanied by the chart representing in pencil lines a means of communication from Mobile with Fort Tracy. I will have it watched as you desire, and as the moon is on the increase, we hope to be able to see an approaching boat a long distance. It appears to me that those now in Fort Alexis and adjacent works must soon exhaust their ammunition and provisions, and if all relief is cut off from the city you must soon have them.

I am, general, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral

Major-General E. R. S. CANBY,
Commanding Army and Division of West Mississippi.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding guns.

U. S. FLAGSHIP STOCKDALE, *April 1, 1865.*

In reply to your note of this day, I am sorry to say that we have no 100-pounder Parrotts with carriages, except those mounted on pivot slides on board one or two gunboats, and those on board the ironclad *Cincinnati*. There are two or three of that caliber at New Orleans, but, I believe, without carriages.

I am, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, referring to the falling of the river and consequent grounding of vessels.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, March 31, 1865.

GENERAL: I have the honor to acknowledge the receipt of your dispatch of yesterday's date, and to thank you for the information contained therein. I am very happy to know that you have a prospect of capturing these forts with all their troops; consequently Mobile. Last night the river fell 3 feet 4 inches, so that at present some of the vessels inside the bar are aground and can not move. We shall do all in our power to aid you in the attack, however. It seems to me that with the opposite side weakened by sending so many of their troops over here, that a demonstration with 3,000 or 4,000 upon the city would cause its surrender, for it seems utterly impossible that such extensive works should be garrisoned. I thank you, general, for the plan of Spanish Fort and surroundings.

I am, general, most respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY,
Commanding Army and Division of West Mississippi.

P. S.—Commodore Palmer, who now visits your headquarters, will explain our position.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, to drag for torpedoes inside Blakely River Bar.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 2, 1865.

SIR: Until further orders you will send in two picket boats during the day and one during the night, to sweep and drag for torpedoes inside Blakely River Bar.

The officers of your boat will be directed to report to the senior officer inside the bar.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, off Mobile, Ala.

You will also send your boarding netting to the senior officer inside the bar, which will be used to close the channel. Send also one light kedge.

E. SIMPSON, *Fleet Captain.*

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding guns for shore battery.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, April 4, 1865.

GENERAL: I enclose you the statement of some intelligent deserters from Tracy, who came off last evening and are now on board this tin-clad. I have sent to Pensacola to see if two 100-pounders can be had ready for use. General Totten came to see me about our three 30-pounder Parrotts, which were then being landed at your wharf, and can go forward to battery at once. I suggested to him that this battery, after being placed, should be given to navy men. If this should meet with your approbation, I have officers, surgeon, and men all detailed and ready to go at it on the shortest notice. I will communicate the arrival of the rest of my ordnance.

I am, general, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding in Chief, Army of West Mississippi.

[Enclosure.]

U. S. S. OCTORARA,
Monday Evening, April 3, 1865.

MY DEAR SIMPSON: I send off three deserters and a contraband, who came from the *Winnebago*, having, they state, left Battery Tracy this afternoon and come out down the middle channel and outside of the point of Duckers' Bay. They say that there are 2,000 men in the Spanish Fort works and the same number at Blakely; that the rebels have a pathway beneath the highland below the entrance to Minette Bay that will be completed in a week, over which they pass to the marsh abreast of Battery Tracy; thence to Battery Tracy in skiffs, and across the marsh to Connor's Bayou, and so by a steamboat that meets them above the spiles and the Danube to Mobile by way of the Tensas; that no boats (steamboats) pass down the middle channel; that the rebels can get no supplies except by skiffs, as the battery on Minette Bay effectually cuts them off from the forts, and ammunition is scarce. They think they will evacuate or surrender soon if the attack is carried on vigorously. They state that it is reported that there had been a fight at Blakely and the Federals whipped; that on Battery Huger are mounted two 10-inch Brooke rifles that throw square-headed bolts that weigh 230 pounds, and three other 7-inch Brooke guns, two 8-inch columbiads, and a 10-inch mortar; on Battery Tracy, two 8-inch Brooke rifles, another 7-inch Brooke rifle, one 8-inch howitzer, and one 8-inch columbiad. The battery in Minette Bay does a great deal of execution; has disabled the 7-inch Brooke at Fort Tracy, and the traverse circle of the columbiad was injured, but is temporarily repaired. They think that they can't possibly hold out more than two days unless the blockade runners bring them ammunition, as they did night before last. They think they have ten days' rations, if not more. Not one private in twenty would fight if they could get out of

it. Guns have been mounted at Choctaw Bluff from Selma; they have no gunboats except those we know. I came off from the net-stretching to send these men to you; they are intelligent, seem well disposed, and worth questioning. I will give Mr. Camp, the signal officer, a boat to communicate with the shore, as he has failed to call attention by signal and wishes to communicate with the general.

Truly, yours,

W. W. Low.

P. S.—The passageway along the marsh can be used only at night, as it is in sight of the Minette Bay battery; though not complete, it can be used. A regiment passed over it last week and were taken on board a steamboat and then to Blakely. They know nothing of Forrest's men here. They have heard a report that General Thomas had lately had a fight with Forrest in the neighborhood of Columbus, Miss., but the report regarding the result was not reliable, as it gave the advantage to both parties. An attack was made at Blakely on the day before yesterday evening and the Federals repulsed. They don't know what guns are mounted at Blakely; but most of them do not bear upon the river.

Truly, yours,

W. W. L.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, regarding proposed attack upon Spanish Fort.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Near Spanish Fort, Ala., April 4, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your note of this morning and its enclosure. The information given by the deserters is confirmatory of that already received from deserters from Spanish Fort. To cut off the communication by the route described, I propose to put in Minette Bay several bateaux, and, if you can spare them, the launches asked for this morning. We shall open upon the fort and its dependencies at 5 o'clock this afternoon with all the guns we have in position, and keep up the bombardment until dark, and continue during the night at the rate of one shell in every three or four minutes. Can the *Octorara* and *Winnebago* do anything to help us by a demonstration on the front of the rebel works? Your kind offer to man the 30-pounders furnished us by a party from your squadron is very gratefully accepted. I will notify you when they will be needed.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting cooperation for the capture of Batteries Huger and Tracy.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 5 [4], 1865.

ADMIRAL: I propose, as soon as our occupation of the north end of Minette Bay is secured, to organize a force for the purpose of capturing Battery Tracy or Huger, or both of them. In this we shall need the assistance of the navy, if it can be spared, in boats and in sailors to man them. I wish to send about 200 volunteers from the army, and we shall need eight or ten boats in addition to those we have, and fifty or sixty sailors to row them. Will you please advise me at your earliest convenience whether you can give us this assistance?

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising cooperation in an assault upon Forts Tracy and Huger.

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, [April 4], 1865.

SIR: I shall be happy to aid you in any way in my power in sending you boats to land your men at Forts Tracy and Huger. To send sixty men in these boats to row them will be nearly a load for them, at least they will be nearly filled with their own crews, so that an assaulting party would find but little room in them, particularly as our vessels are all small and their boats proportionally so. I would therefore respectfully suggest that your assaulting party be drilled at the oars, and we will endeavor to furnish the eight or ten boats at night. Every boat in this little fleet has been engaged every moment in dragging for torpedoes all day and night, or in saving public property from the three wrecks. But should you propose this attack at night the boats could be better spared. Lieutenant-Commander Franklin, our late fleet captain, will command the launches intended to operate in Minette Bay. I have said nothing of my present scarcity of efficient officers to send with the assaulting boats, but presume you have sufficient who are quite able to take charge of them.

I have the honor to be, general, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY.

P. S.—I regret that the growing moon will disclose your approach.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Eaton U. S. Army, regarding launches for howitzers.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, April 4, 1865.

CAPTAIN: I send you the three deserters as you desire in your dispatch of this instant. I regret to say that the light-draft vessels which we are obliged to use in this shallow [water] have no launches. From the *Richmond*, now coaling at Pensacola Bay, and the *Portsmouth*, at New Orleans, we could probably obtain two boats fitted for howitzers. Of the latter we can furnish 6-pounders and 12-pounders. I see at once the vast importance of this service, and deeply regret my inability to send them to you at once. The *Richmond* will not probably be here before Sunday or Monday. Can you send a dispatch steamer to New Orleans or Lakeport and to Pensacola for these launches? If so, I will give the order to deliver them forthwith.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Captain S. M. EATON,
Chief Signal Officer, Military Division of West Mississippi.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, acknowledging offer of howitzer boats.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Near Spanish Fort, Ala., April 4, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of this date by Lieutenant Lyon; also of your note to Captain Eaton. I am very much obliged for your offer of howitzer boats and send this by Captain Cook, aid-de-camp, with the request that you will be pleased to hand him the orders for the launches at Pensacola and New Orleans.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

[Telegram.]

STARKE'S LANDING, *April 4, 1865—11:30 p. m.*
(Received 5th.)

Admiral Thatcher had, previous to my arrival, sent for the launches at Pensacola. I am off immediately.

M. K. COOK,
Captain and Aid-de-Camp.

Lieutenant-Colonel CHRISTENSEN,
Assistant Adjutant-General.

Letter from Brigadier-General Bailey, U. S. Army, to Major-General Canby, U. S. Army, forwarding congratulatory message on the capture of Selma, Ala.

HEADQUARTERS ENGINEER BRIGADE, *April 5, 1865.*

I am requested by the admiral to telegraph the following letter to Major-General Canby:

U. S. TINCLAD STOCKDALE—10 p. m.

GENERAL: I thank you for the information of the capture of Selma, etc. I think your work is now short and pleasant. God be praised for the intelligence. I shall also fire a salute of 100 guns on this delightful intelligence. I congratulate you and your army with all my heart. This must have been Thomas.

Very truly,

H. K. THATCHER,
Rear-Admiral.

Respectfully,

J. BAILEY,
Brigadier-General.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, giving information published in Mobile papers.

U. S. FLAGSHIP STOCKDALE, [*April 7, 1865.*]

This morning we have two refugees, youngsters, natives of New York. The Mobile papers of yesterday report Johnston's second defeat by Sherman, in which the latter captured 10,000 prisoners and completely dispersed the rebel army. Sherman has occupied Greensboro, and has advanced to Gaston, N. C., near the Virginia line. In Mobile there are no troops but the Pelham battalion of boys. At Hall's Mills are 5,000 cavalry. The papers say also a steamer started yesterday with four 100-pounder Parrotts for Spanish Fort; that besides the *Nashville*, *Huntsville*, *Tuscaloosa*, and *Morgan*, the rebels have at Blakely two rams, which were towed up there; that Thomas, at last accounts, was advancing from Selma to Montgomery and had taken it. They say that garrisons have been left in the forts on west side of the bay; that authorities seem determined to hold out at Spanish Fort to the last, and that they are driving piles at the junction of the Alabama and Spanish rivers, and that there are no forts on the marsh there; that the general opinion is that nothing can prevent Sherman's junction, at Petersburg, with Grant, and that Lee must surrender. They also say that all supplies to Spanish Fort are taken by way of Blakely, the ammunition by land, and provisions by steamboats. These refugees say that at last accounts Steele was 26 miles distant from Blakely, and that no attempt [will be made] to hold Mobile City after the fall of these Spanish forts; that very many of the Mobile inhabitants are praying for our success.

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

Order of Major General Canby, U. S. Army, to Brigadier-General Bailey, U. S. Army, to forward request to Acting Rear-Admiral Thatcher regarding gun carriages.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 7, 1865.

Please forward the following dispatch:

ADMIRAL THATCHER: Captain Starrett, your ordnance officer, informs me that there are two, if not more, Marsilly carriages, with breechings and implements complete for 100-pounder Parrotts, at the Reading Press Naval Ordnance Depot, at New Orleans, and two at Pensacola navy yard. I respectfully request that the same may be sent for, or, in case it should not be practicable for the navy to furnish transportation, that the carriages be turned over to the respective quartermasters at New Orleans and Pensacola.

These carriages will only be used in case the platforms we are now constructing should not be found to answer. I am much obliged for your interesting dispatch about Sherman, etc.

Yours, truly,

E. R. S. CANBY,
Major-General.

C. T. CHRISTENSEN,
Assistant Adjutant-General.

Brigadier-General J. BAILEY.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, responding to request for gun carriages.

HEADQUARTERS ENGINEER BRIGADE,
April 7, 1865.

I have just received the following from the flagship:

FLAGSHIP STOCKDALE, *April 7, 1865.*

I shall comply with your request in giving the order for the gun carriages at New Orleans and Pensacola. I expect that I have no transportation. Will place in hands of your aide-camp the orders on the respective commanders to turn over to your quartermasters. I had just dispatched a steamer to New Orleans on service only fifteen minutes since. The two refugees tell me that several loads of wounded and dead were brought into Mobile per steamers from Spanish Fort, and that they saw them.

H. K. THATCHER,
Acting Rear-Admiral.

Lieutenant-Colonel CHRISTENSEN,
Assistant Adjutant-General.

Major-General CANBY.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Emmons, U. S. Navy, for the delivery of gun carriages for use in Mobile Bay.

U. S. FLAGSHIP STOCKDALE,
Mobile Bay, April 7, 1865.

Please deliver to the United States Army quartermaster at New Orleans two or more Marsilly gun carriages, with equipments and breechings, for use in Mobile Bay, from Reading Press Naval Arsenal.

Very respectfully, your obedient servant,

H. K. THATCHER,
Rear-Admiral.

Captain GEORGE F. EMMONS,
Senior Officer, 158 Canal Street. New Orleans.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Armstrong, U. S. Navy,
for delivery of gun carriages for use in Mobile Bay.

U. S. FLAGSHIP STOCKDALE,
Mobile Bay, April 7, 1865.

Please deliver to the United States quartermaster the two gun carriages for 100-pounder Parrotts, with their equipments, now in your hands, for use in the siege of Spanish Fort, Mobile Bay.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Captain J. F. ARMSTRONG, U. S. Navy,
Commanding Navy Yard, Pensacola.

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
[April 7, 1865.]

What is the matter on your left? Telegraph at once and keep the operator at his post all night.

CANBY.

General F. STEELE.

[Telegram.]

HEADQUARTERS UNITED STATES FORCES,
In Front of Blakely, April [7], 1865.

I have sent an officer to see what is the matter. I will report as soon as he returns. I think there is nothing unusual.

F. STEELE,
Major-General.

Major-General CANBY.

[Telegram.]

HEADQUARTERS OF GENERAL STEELE,
April 7, 1865.

The gunboat *Morgan* is shelling our left.

F. STEELE,
Major-General.

Lieutenant-Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

[Telegram.]

FLAGSHIP STOCKDALE,
April 8, 1865—8:45 p. m.

Your dispatch of the 8th, 8 p. m., just received. I congratulate you on your success this p. m. A splendid shelling you gave them; could not be surpassed. I am now hard at work, and have been all last night and all day, and shall be all this night, clearing the ground for

the monitors to advance, and I will try to put them within shelling distance to-morrow. Torpedoes very numerous; 100 pounds in many of them. I shall persevere. I have 100-pounder Parrott en route from Pensacola, all fitted. Can I have it put in navy battery on its arrival?

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY.

[Telegram.]

Your dispatch is received. Thanks for your kind expressions and for your cordial cooperation. I shall be happy to receive the additional 100-pounder and to place it in the naval battery, as you suggest. That battery behaved admirably to-day.

E. R. S. CANBY,
Major-General.

Admiral THATCHER.

[Telegram.]

HEADQUARTERS OF GENERAL STEELE,
April 8, 1865.

Thirty-pounder put seven shots into the *Morgan*. She is going down Raft River. *Nashville* took shelter behind earthworks on the enemy's left and is now backing downstream. *Huntsville* has not moved. She and batteries on shore are shelling our siege battery.

F. STEELE,
Major-General.

Lieutenant-Colonel C. T. CHRISTENSEN.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, announcing the occupation of Spanish Fort and Fort Alexis.

APRIL 8, 1865.

I have the honor to inform you that Spanish Fort and Fort Alexis are now in our possession. Be kind enough to put your officers on their guard, that they do not fire into us in the morning.

Very respectfully,

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(*Care of General Bailey*).

[Telegram.]

FLAGSHIP STOCKDALE,
April 9, 1865—3 a. m.

I was already in possession of the fact that the Spanish Fort and Alexis had surrendered, but not the less obliged to you for the information, and had already given orders not to fire. We have found

twelve huge torpedoes to-night, between present monitor anchorage and the spot selected for anchorage to-morrow, one mile and a half higher up. Hope to communicate with you in the morning. So soon as you hoist our American flag on the fort we shall salute it.

I have the honor to be, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 9, 1865.

The American flag has been waving for more than two hours over the water battery in Spanish Fort, but I shall cause it to be hoisted at once at the highest point, viz, Fort Alexis. As soon as I know the result for certain, I will advise you. I think it is somewhere in the neighborhood of 15 to 20 guns and 1,600 to 2,000 prisoners.

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

Report of Brigadier-General Bailey, U. S. Army, forwarding the news of the fall of Richmond and Petersburg.

HEADQUARTERS ENGINEER BRIGADE, *April 9, 1865.*

The admiral has just sent the following dispatch, which he wishes me to telegraph to Major-General Canby:

FLAGSHIP STOCKDALE.

By a dispatch boat from New Orleans we have the news of the fall of Richmond and Petersburg on the 3d of April. Lee is retreating toward Danville, followed up by Grant.
Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY.

Very respectfully,

J. BAILEY,
Brigadier-General.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Report of Acting Master Gill, U. S. Navy, regarding the destruction of torpedoes in the channel of Blakely River.

U. S. S. METACOMET,
Mobile Bay, April 9, 1865.

SIR: I have the honor to inform you that in obedience to your orders I saw the channel of Blakely River very thoroughly swept by drag nets from the large net secured across the river down to the U. S. ironclad *Winnebago*, 20 boats forming across the channel with

a large drag net between every two boats. They swept down the channel six different times and across the stream from shore to shore two different times, and succeeded in dragging up and destroying five large torpedoes below the standing net, found 16 large torpedoes entangled in the standing net, and several torpedoes above the net, which were drifting down with the current, all of which were destroyed.

Very respectfully, your obedient servant,

CHRIS. C. GILL,

Acting Master, U. S. S. Metacomet.

Commander PEIRCE CROSBY,

Commanding U. S. S. Metacomet.

Letter from Fleet Captain Simpson, U. S. Navy, to Commander Crosby, U. S. Navy, referring to the successful efforts of the latter in the destruction of torpedoes.

U. S. FLAGSHIP STOCKDALE,

Off Mobile Bar, April 9, 1865.

DEAR CROSBY: I was just speaking to the admiral before your message arrived and was dwelling on the triumph that you had achieved with your net, taking occasion to let him know of your great efforts of the last twenty-four hours. He does not expect you or yours to work to-night, but is desirous that to-morrow you will go to work and plant the other net high enough up to enable the monitors to drive the rebels out of Tracy and Huger batteries.

I hope that your exposure may not produce serious sickness. You may rest assured that the officers who are closely regarding operations here appreciate the man on whose efforts all our successes, up to now, have rested.

Yours, truly,

E. SIMPSON.

Captain CROSBY,
Metacomet.

*

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the capture of Fort Alexis and Spanish Fort.

No. 53.]

U. S. FLAGSHIP STOCKDALE,

Off Blakely River, Mobile Bay, April 9, 1865.

SIR: I have the honor to inform the Department that Fort Alexis and Spanish Fort fell into our hands last night and at 1 a. m. to-day. These very strong works were heavily bombarded last evening from 5 to 7 o'clock by army and navy. Our battery on shore, under command of Lieutenant-Commander Gillis, late of the U. S. ironclad *Milwaukee*, is highly spoken of by General Canby for its efficiency in the attack. The stars and stripes are now flying over the walls of these works, which are considered the key to Mobile. Our prisoners will amount to from 1,600 to 2,000 men and 16 heavy guns. Eighteen large submerged torpedoes were taken by our boats from Apalachee or Blakely River last night in the immediate vicinity of our gunboats. These are the only enemies that we regard.

I trust at an early day to be able to inform the Department that the city of Mobile is ours. The enemy has lost heavily in killed and wounded since this attack commenced, and the interior of the forts this morning is reported to be strewn with dead and wounded.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. *Metacomet*, regarding convoy duty.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, Ala., April 11, 1865.

SIR: A force of the army will be moved at daylight to the western shore.

The gunboats will be required as a convoy and to cover the landing. You will hold yourself in readiness to move at the time specified.

All further orders will be communicated by signal in the morning.

Very respectfully,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY,

Commanding U. S. S. Metacomet, off Mobile, Ala.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting a force to man howitzer boats from Pensacola.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,

Blakely, Ala., April 11, 1865.

ADMIRAL: I have the honor to inform you that the steamer *N. P. Banks* has just arrived from Pensacola, having in tow two naval howitzer boats, with their guns, etc. General Bailey has been directed to furnish the necessary facilities for having them sent to Blakely, and I respectfully request that you will oblige me by sending forward with them the proper officers and sailors to man them. I am informed that the second naval 100-pounder Parrott has not been yet sent ashore. Will it be possible to get it landed to-day? I am anxious to get it into position.

ED. R. S. CANBY,

Major-General.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting an interview.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

ADMIRAL: I can not well leave the front to-day, but am anxious to see you, and have taken the liberty of asking you to come up and dine with me if you can spare the time. I will send an officer and escort to the landing to come up with you, if you decide to come. General Bailey will be directed to furnish horses for yourself and any officers you may desire to bring up with you. I have dispatches from Wilson. His captures at Selma will make about 4,000 prisoners, 100 guns, all the arsenals, workshops, etc.

ED. R. S. CANBY.

Admiral THATCHER.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, arranging for proposed interview.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

I am very sorry to hear that your indisposition will prevent you from enjoying a horseback ride to Blakely, but if you are able to ride in an ambulance General Bailey will furnish you with one, and I need hardly say that I shall be delighted to see you.

Very truly,

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(*Care of General Bailey*).

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

ADMIRAL: I wish to land a force on the west side of the bay at daylight to-morrow morning. Can I have the services of your tin-clads? The troops will be at Starke's Landing to embark at 10 o'clock. They will require some convoy in addition.

ED. R. S. CANBY,
Major-General.

Admiral THATCHER,
(*Care of General Bailey*).

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

Battery Tracy, and probably Huger, will be attacked to-night by a boat expedition. Will you please give the necessary orders to prevent a fire upon the boats by the gunboats?

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

FLAGSHIP STOCKDALE,
[April 11, 1865.]

Your dispatch from the field has this day been received relative to convoy and transportation to-morrow across the bay. I shall be able to place two tinclads at your disposal, and will have them ready at daylight. I will also have substantial aid in gunboats, and will clear the woods in advance of your landing so soon as I learn your proposed point of debarkation.

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

[Telegram.]

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

The troops will commence embarking at 12, and I will be greatly obliged if you will have the tinclads at the wharf at that hour.

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

U. S. FLAGSHIP STOCKDALE,
[April 11]—10:15 p. m.

I will send the tinclads directly to the wharf.
 Respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

Detailed report of Acting Rear-Admiral Thatcher, U. S. Navy, of the occupation of Forts Huger and Tracy and expected evacuation of Mobile.

No. 60.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 12, 1865.

SIR: I have the honor to inform the Department that on Monday, the 10th instant, subsequent to the capture of Fort Alexis and Spanish Fort, detailed in my dispatch No. 53, dated April the 9th, the *Octorara*, Lieutenant-Commander W. W. Low, and the ironclads were enabled in consequence of the thorough dragging of the Blakely River through the indefatigable and intelligent exertions of Commander Peirce Crosby, of the *Metacomet*, to move up the river nearly abreast of Spanish Fort, from which point Lieutenant-Commander Low, with his rifled gun, shelled with great precision Forts Huger and Tracy, and with such effect that both these forts were evacuated on the evening of the 11th, and our forces took possession, capturing a few prisoners in the adjoining marsh. These forts I shall hold until General Canby can garrison them with his troops.

This morning I moved with the gunboats, conveying 8,000 men of General Granger's force, to the west side of Mobile Bay for the purpose of attacking Mobile.

On our arrival it was soon ascertained that the enemy had evacuated all their defenses, and retreated with their gunboats up the Alabama River. The gunboats will in a few days unquestionably be captured unless destroyed by the rebels themselves.

General Granger and myself have just sent into Mobile a formal demand to the mayor for its unconditional surrender, which will undoubtedly be accorded, as the city is now at our mercy. The navy has already hoisted the stars and stripes over the walls of Fort Pinto and Spanish River Battery.

We also have entire possession of Choctaw Point Battery and three heavy forts below it within Garrow's Bend.

I shall place a sufficient number of gunboats directly in front of the city to give efficient protection to the loyal inhabitants, of which I learn there are a great number. General Canby, with the forces under his immediate command, is at present in Blakely, though I have constant telegraphic communication with him.

I send this dispatch by Lieutenant-Commander J. H. Gillis, whose vessel, the *Milwaukee*, was, as the Department has already been informed, destroyed by a torpedo. I subsequently gave him charge of the naval battery on shore, with which he rendered very effective service in the shelling of Fort Alexis and Spanish Fort. I commend him to the attention of the Department for zeal and gallantry.

I am also much indebted to Commander Crosby, who has been untiring in freeing the Blakely River of torpedoes, having succeeded in removing over 150, a service demanding coolness, judgment, and perseverance.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Signal dispatches.]

APRIL 12, 1865.

5:30 a. m.—No traces of *Morgan*. Can not see Mobile.

6:15 a. m.—No steamers observed at wharves at Mobile. Three river steamers and apparently two blockade runners have just passed up Alabama River and disappeared.

R. P. STRONG,
Signal Officer, U. S. Army.

Captain S. M. EATON.

SPANISH FORT, *April 12, 1865.*

A gunboat is coming over.

C. F. M. DENICKE,
Acting Signal Officer.

General CANBY.

From what point is the gunboat coming? Is it rebel or Federal?
By order of General Canby:G. W. LYON,
*Acting Assistant Adjutant-General.*SPANISH FORT, [*April 12*], 1865.It is one of our gunboats from our fleet near Mobile. One of our navy dispatch boats was just blown up by a torpedo off Fort Huger. The transport *Lockwood* went up to Blakely.

Respectfully,

C. F. M. DENICKE,
Acting Signal Officer.

General CANBY.

Demand for the surrender of Mobile.

HEADQUARTERS LAND AND NAVAL U. S. FORCES,
Near Mobile, Ala., April 12, 1865.

SIR: Your city is menaced by a large land and naval force. We deem it proper to demand its immediate and unconditional surrender.

Very respectfully, your obedient servants,

G. GRANGER,
*Major-General, U. S. Volunteers.*H. K. THATCHER,
*Acting Rear-Admiral, U. S. Navy.*Mayor SLOUGH,
Mobile, Ala.

Surrender of Mobile by the mayor of that city.

MAYOR'S OFFICE,
City of Mobile, April 12, 1865.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication at the hands of Lieutenant-Colonel R. G. Laughlin, staff of Major-General Granger, commanding Thirteenth Army Corps, and Lieutenant-Commander S. R. Franklin, U. S. Navy, staff of Admiral Thatcher, demanding the immediate and unconditional surrender of this city. The city has been evacuated by the military authorities and its municipal authority is now under my control. Your demand has been granted, and I trust, gentlemen, for the sake of humanity, all the safeguards which you can throw around our people will be secured to them.

Very respectfully, your obedient servant,

R. H. SLOUGH,
Mayor of the City of Mobile.

Major-General GORDON GRANGER,
Commanding Thirteenth Army Corps.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from Major-General Granger, U. S. Army, to Major-General Canby, U. S. Army, announcing the surrender of Mobile.

HEADQUARTERS THIRTEENTH ARMY CORPS,
April 13, 1865.

Lieutenant-Colonel Laughlin, of my staff, and Lieutenant-Commander Franklin, of the Navy, were sent up from Catfish Landing in advance of my column by land, and received from Mayor Slough the surrender of the city. Our flag was placed over the city hall at 12:30 p. m. yesterday. I reached the city in the *General Banks* at 4 o'clock in the afternoon, crossing up the old ship channel and passing over the obstructions. The people exhibited friendly feeling. We have found in the city more than 20,000 bales of cotton, and perhaps 30,000, as information of additional quantities is being constantly received. More than 100 pieces of ordnance, not permanently injured, and immense quantities of ordnance stores of all kinds have been taken possession of. The dry dock is uninjured. Considerable supplies of quartermaster and commissary stores remain. The citizens shortly before we arrived broke into subsistence depots and appropriated largely to their own use. I have sent out two brigades to Whistler to take possession of railroad property over there, and will send another brigade to Spring Hill, and thoroughly scour the country. I would respectfully recommend that you confer with Admiral Thatcher to secure without delay the opening of the main channel to the city. From the knowledge obtained, no considerable difficulty will attend the work. My force is here without transportation or supplies, and it would be desirable to have them sent up as soon as possible. I can subsist it here, if necessary. Small forces of rebel cavalry are about the country.

G. GRANGER,
Major-General, Commanding.

Major-General E. R. S. CANBY.

[Telegram.]

CAIRO, ILL., *April 18, 1865.*

(Received 7 p. m.)

SIR: Mobile occupied by our troops on the 12th. Enemy evacuated. Have dispatches from Admiral Thatcher.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander.

Hon. G. WELLES.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the surrender of Mobile.

No. 61.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: In my last dispatch of the 12th instant I had the honor to inform the Department that General Granger and myself had demanded the immediate and unconditional surrender of the city of Mobile, and that it would undoubtedly be accorded, as the city was at our mercy and we were in possession of the outside forts. The officers detailed by General Granger and myself were met by the mayor and other authorities near the entrance of the city and the demand for its surrender was there made. The parties then repaired to the city hall where the mayor addressed us the following communication:

MAYOR'S OFFICE,
City of Mobile, April 12, 1865.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication at the hands of Lieutenant-Colonel R. G. Laughlin, staff of Major-General Granger, commanding Thirteenth Army Corps, and Lieutenant-Commander S. R. Franklin, U. S. Navy, staff of Admiral Thatcher, demanding the immediate and unconditional surrender of this city. The city has been evacuated by the military authorities, and its municipal authority is now within my control. Your demand has been granted, and I trust, gentlemen, for the sake of humanity, all the safeguards which you can throw around our people will be secured to them.

Very respectfully, your obedient servant,

R. H. SLOUGH,
Mayor of the City of Mobile.

Major-General GORDON GRANGER,
Commanding Thirteenth Army Corps.
Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

The flag of the United States was then hoisted on the city hall, and a portion of the troops immediately advanced to preserve order and to prevent pillage. The provost guard being established, the works around the city, which are of immense extent and strength, were then garrisoned. The navy yard has been seized in behalf of the Navy, but most of its contents had been destroyed, except some lumber and a quantity of soft coal. The *Octorara* and three river monitors are now at anchor in front of the city, having passed up the Blakely and thence down the Tensas. The former and one of the ironclads will be sent up to the Tombigbee River, where the rebel ironclad *Nashville* and gunboat *Morgan* have fled; but the *Huntsville* and *Tuscaloosa*, two powerful rams, were sunk in Spanish River before the evacuation.

Our naval forces are now busily engaged blowing up and removing the obstructions in the main ship channel, which have proved to be

very formidable and full of torpedoes, although we are removing them rapidly. I regret, in this connection, to inform the Department that the tug *Ida* has been destroyed by a torpedo whilst engaged in this work, as well as a launch of the *Cincinnati*, and that the tug *Althea* was destroyed in dragging for torpedoes in Blakely River. Also that the gunboat *Sciota* was sunk yesterday whilst underway, running across the bay in 12 feet water. There is a prospect of raising this vessel and repairing her damages.

The reports of the commanding officers of the vessels thus lost, together with lists of the killed and wounded, will be forwarded as soon as received.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

P. S.—So far as ascertained, the number of guns captured by the Army and Navy will not fall short of 400, many of them new and of the heaviest caliber. The amount of ammunition and ordnance stores is also very large.

H. K. T.,

Acting Rear-Admiral.

Congratulatory order from the Navy Department on the fall of Mobile.

GENERAL ORDERS, {
No. 11.

The following congratulatory letter from the Navy Department, on the capture of the city of Mobile, will be read on the quarter-deck of the vessels of the West Gulf Squadron at the first general muster subsequent to its receipt.

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

NAVY DEPARTMENT, *April 29, 1865.*

SIR: The Department has received your several dispatches, from time to time, advising it of your operations before Mobile—the last one, dated the 15th instant, announcing the surrender on the day previous of the city to the army and naval forces, commanded, respectively, by Major-General Granger and yourself.

The Department had watched with considerable interest, but with no fear of an unsuccessful result, the combined army and navy movements against the immediate defenses of Mobile for the last few weeks, and after the capture of Fort Alexis and Spanish Fort, and the successful shelling, resulting in the evacuation of Forts Tracy and Huger, was not surprised to learn of the retreat of the insurgent force to the interior, and the abandonment of their last formidable foothold on the coast.

Although no bloody strife preceded the capture of Mobile, the result was none the less creditable. Much has been expended to render it invulnerable, and nothing but the well-conducted preparations

for its capture, which pointed to success, could have induced the rebel commander to abandon it with its formidable defenses, mounting nearly 400 guns, many of them of the newest pattern and heaviest caliber, its abundant supply of ammunition and ordnance stores, and its torpedo-planted roads and waters, without a serious conflict.

I am happy in extending to you and those under your command, and to Major-General Granger and those under his command, the congratulations of the Navy Department for this victory, which places in our possession, with but one exception, all the chief points on the Southern coast, and bids fair to be the closing naval contest of the rebellion.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile, Ala.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, acknowledging receipt of congratulations from the Department.

U. S. FLAGSHIP STOCKDALE,
Off City of Mobile, May 21, 1865.

SIR: I have the honor to acknowledge the Department's dispatch of the 29th of April, extending to me and those under my command, and to Major-General Granger and those under his command, the congratulations of the Department on the surrender of Mobile.

I have expressed to Major-General Granger the thanks of the Department, and issued a general order to the squadron, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from Colonel Garner, C. S. Army, chief of staff, to Captain Moore, C. S. Army, commanding special scouts.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., March 18, 1865.

CAPTAIN: The major-general commanding directs that you employ some one to go on Dauphin Island and some vessel of the fleet, to ascertain whether troops have been embarking either at Pensacola or at any point in the lower bay for Wilmington or elsewhere. You must impress upon the people of Pensacola that they must behave properly or they will be sent away.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE.
Commanding Special Scouts, near Fowl River.

Letter from Colonel Garner, C. S. Army, to Captain Moore, C. S. Army, referring to the presence of the enemy around Blakely and Spanish Fort.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., April 2, 1865.

DEAR CAPTAIN: We have examined into the case of Ladner, and the general has consented to release him, with express injunctions if caught again communicating with the enemy he must be summarily dealt with. The copy of orders given Mr. Gallagher was shown Lieutenant Stokes, at Pascagoula, so I am informed by Mr. Violet. Mr. Gallagher had permission from General Maury to pass the Confederate lines, and Ladner was only conveying a copy to a Mr. Hodges, who has been permitted to enter our lines in order to consummate a transaction in which the Government is concerned. Mr. G. should not have made such use of his orders without first consulting General M. You acted perfectly proper in arresting Ladner and sending him to these headquarters. Gallagher says he was afraid that Hodges would not come, unless he saw he was permitted to do so by authority. Enemy is all around Blakely and Spanish Fort. Sharp work this week before us. We are confident of holding our own. The men in fine spirits. Usual skirmishing and artillery firing go on every day. But few casualties. No news from Selma.

Yours, truly,

GEO. G. GARNER.

Captain MOORE.

Letter from Brigadier-General Liddell, C. S. Army, to Commodore Farrand, C. S. Navy, requesting the presence of the C. S. S. *Morgan* at the mouth of Raft River.

HEADQUARTERS EASTERN DISTRICT OF THE GULF,
Blakely, April 2, 1865—10 a. m.

If the gunboat *Morgan* is not needed where she now is, please order her at once to lie at the mouth of Raft River, to protect our left, as the enemy are now advancing on the left, and the *Morgan* can rake the right of the enemy's line.

ST. JNO. R. LIDDELL,
Brigadier-General, Commanding.

Commodore FARRAND,
Commanding Naval Forces, Mobile.

Letter from Brigadier-General Liddell, C. S. Army, to Captain Fry, C. S. Navy, requesting the cooperation of C. S. steamers *Morgan* and *Nashville*.

HQRS. EASTERN DIVISION, DISTRICT OF THE GULF,
Blakely, April 7, 1865.

SIR: I would respectfully request that the *Nashville* or the *Morgan* will take position between Tracy and Huger and send picket boats to guard the treadway bridge across Bay Minette; also to make every effort to destroy the bridge which the enemy are using across the mouth of Bay Minette Creek. If it is possible to silence the enemy's battery on Bay Minette, I earnestly desire it may be done. Should the *Nashville* carry out the above instructions, I desire that the

Morgan should take position on my left and fire according to instructions sent Captain Bennett. This to be continued until otherwise ordered—or the object attained.

Very respectfully, your obedient servant,

ST. JNO. R. LIDDELL,
Brigadier-General.

Captain JOSEPH FRY, C. S. Navy.

Detailed report of Lieutenant Bennett, C. S. Navy, commanding C. S. S. *Nashville*, regarding operations against the enemy near Spanish Fort and at Blakely.

C. S. S. *NASHVILLE*,
Demopolis, Ala., April 25, 1865.

SIR: In obedience to your order of yesterday's date I have the honor to make a detailed report of the part taken by the *Nashville*, under my command, in the operations against the enemy near Spanish Fort and at Blakely. The better to understand these varied movements I will record them in the form of a diary:

The *Nashville* left her station near obstructions in Spanish River on the morning of March 27 and arrived at Blakely at 8 a. m. During the forenoon I communicated with Generals Maury and Liddell, who desired the ship placed near the bridge over Minette River [Bayou], which had been partially destroyed by our forces, and of which the enemy wished to possess themselves. The ship was moored below near Battery Tracy. No evidence of the enemy near the bridge could be seen. Spanish Fort and its intrenchments at this time were invested by the enemy. You were on board the ship when a dispatch was received about 1 p. m. from General Maury, then in Spanish Fort, asking the *Morgan* to pass obstructions at Battery Huger and shell the enemy's right. The *Morgan* was not present. An hour later another dispatch of the same tenor, but more pressing, urged the *Morgan* to go to the assistance of General Gibson's left, he being heavily pressed on that part of his line. It was doubtful whether this ship could pass the obstructions. The pilot was sent to make examination; he reported 12 feet water and width sufficient. Got underway immediately and essayed the passage. Ship grounded at the junction of the Apalachee and Blakely and remained immovable till the afternoon of the 29th, being bound on the sands by the currents of the two rivers, one acting on the bow, the other on the quarter, with great force.

March 30, at anchor between Huger and Tracy. General Liddell visited the ship and directed us where he wished our shots placed. Opened upon the enemy's right with good effect upon their line of skirmishers and sharpshooters, and also driving out twice a working party from intrenchments in course of construction on their extreme right, and distant about 3,200 yards. During the night fired an occasional shell along the investment. Boats employed at night removing wounded from Spanish Fort.

March 31, at 8 a. m., enemy's batteries of 30-pounder Parrotts opened upon us. These guns were planted near the shore of Minette Bay, about halfway between the bridge and the right of their line. These works had been observed by us as soon as the mist had permitted the view, and had been partially unmasked during the night.

As soon as observed preparation was made to shell them and the discovery immediately communicated to the commanding officer at Huger. The enemy anticipated me by about fifteen minutes, and opened a rapid and accurate fire upon this ship, in the midst of which we had to weigh our anchor, no gun bearing upon the position. By the time the anchor was up they had our range exactly. We responded with a few shots, but finding our elevation inefficient to reach, we steamed a little above Tracy and anchored beyond range. The ship was struck eight times, but without serious injury. Boats employed during the night removing wounded from Spanish Fort. The after gun carriage being disabled and a serious leak in one of the boilers, made it necessary for the ship to proceed to Mobile for repairs.

During April 1 and 2 repaired the injuries mentioned.

April 3, returned to Blakely River, communicated with General Liddell (who sent an officer on board to indicate points he wished shelled), and established a signal station below bluff to report effect of fire. Opened on enemy's right at Blakely at 1 o'clock and continued until 5 p. m. with good effect, as reported by signal and indicated by cheers from our lines. Fired during the night at intervals of an hour. Ship lying in Blakely near Raft River.

April 4, during the day and night fired occasionally into enemy's lines by request of general commanding. Signal officer not at station as arranged between the general and naval forces.

April 5, moved ship over to the point between Raft and Upper Tensas rivers, so that our guns would bear at anchor. Both in the forenoon and afternoon fired upon enemy's lines and also at a point in the woods, where we supposed they were erecting a battery. Sent General Liddell a boat for special service. Fired an occasional shot during the night.

April 6, fired a few shots at the enemy's line of sharpshooters and pickets at request of general commanding. Our ammunition nearly exhausted. Sent requisition in time for our necessities, but owing to some untoward event could not get it. Received communication from General Liddell urging me to take position on the left flank of General Gibson at once for the purpose of protecting it, and throwing out launches in direction of Bay Minette, protecting our telegraphic communication with Spanish Fort, etc. This was received after dark. I had already sent two armed boats on this service. At 11:45 p. m. I anchored the ship near Tracy.

April 7, underway at daylight and anchored off Blakely to procure ammunition. Received in the forenoon partially damaged, particularly the fuzes. Sent two largest boats at sunset to General Liddell, armed. Returned to Tracy at sunset and sent picket boat to Minette Bay. Launch returned from secret service during the night. Sent her at midnight to report to General Gibson at Spanish Fort.

April 8, underway at daylight. Proceeded to Blakely and thence to junction of Raft and Upper Tensas rivers at request of commanding general. At 7 a. m. heavy firing of artillery and small arms all along the lines at Blakely. At 8 opened upon the enemy's right, in conjunction with *Morgan* and *Huntsville*. About 2 p. m. the enemy opened upon us from batteries masked by the trees at about 1,600 yards. We could only direct our fire by their smoke. The *Morgan* was obliged soon to retire much damaged. The *Nashville* continued

the action until she had exhausted all her 12-pounder cartridges and fuzes of required length. Although not struck by a single projectile, their fire being principally directed at the *Morgan*, I deemed it prudent to retire for the purpose of procuring and arranging ammunition. We fired this day seventy 7-inch shells. Anchored at 7 o'clock off Blakely. . At the request of General Maury the ship was moved after dark to Tracy and boats sent to Spanish Fort to report to General Gibson. At 9 I received a communication from Major Marks, informing me of the evacuation of Spanish Fort and asking assistance. Sent every available boat and got underway, placing the ship between Huger and Tracy to cover the troops on the treadway and in the marsh, and to offer her as a target to the enemy's batteries. Some shots were fired by them, but I believe without injury to the troops after leaving the mainland. I did not return this fire for reason that the garrison were passing between us and near the ship, and also that I feared to fire our shells over our men because of the frequent crushing of shells by the concussion of discharge. I will here remark that very many of the shells of 7-inch Brooke were broken at moment of discharge, and the fragments fell like canister or grape from 50 to 500 yards off. Many others failed to take the rifle motion and became mere tumblers, of course falling far short of the desired aim. Also many fuzes failed to burn. Hence it is not strange that I should report our firing during the whole of these operations, but particularly to-day at Blakely, much inferior to that of the enemy, the accuracy of whose projectiles, both in flight and fuze, was the admiration of all who witnessed it. The better to insure the rifle motion, I used some 14-pound charges, but I found the forward carriages would not stand it. The bushing in vent of after gun was blown out this morning whilst in action. It had been cut too short in the first instance at foundry. After some trouble I had it secured in its place, though a little below the exterior surface of the gun.

April 9, after seeing the garrison safely removed from the eastern bank of the river, which was effected before daylight, the *Nashville* was anchored off Blakely in the entrance of Tensas, where she remained during the day waiting for ammunition, as she had but few shells on board. From 5:30 to 6:30 p. m. a continuous discharge of artillery and small arms, mingled with loud cheers, was heard along the whole line of intrenchments. A few minutes before this a request from General Liddell was brought me by Lieutenant Commanding Myers that I would anchor the ship at a point in the Blakely River he indicated and open upon the enemy's right. This could not be complied with because of the current at that point and the absence of holding ground, and also for the reason that I should much endanger the men of our extreme left from the uncertainty of our shells. Whilst discussing this question with Captain Myers, who agreed with me in the impolicy of the maneuver, the assault was made. As soon as I discovered the enemy gaining upon our position, as indicated by the firing and cheering, I moved the ship close to the Blakely shore and rescued such of the garrison as were able to float themselves off. Learning from some one of the refugees that General Liddell was on the beach seeking to escape, I dispatched the gig under command of Passed Midshipman Carroll to the point indicated, but unhappily, before the boat could reach the shore the enemy's sharpshooters were at the water. It was inexpressibly painful to me to abandon the

attempt of his rescue. The boats of the squadron rescued from the water between 150 and 200 of the garrison. Afterwards we anchored at mouth of Tensas River, being unable to pass its bar at night. Received ammunition at 10 o'clock. I reported to you in person at midnight at Mobile.

April 10, at daylight moved ship to Conway's Bayou to guard rear of Batteries Tracy and Huger; communicated with Colonel Patton and stated my instructions.

April 11, received coal from transport *King*. At 3 p. m. the *Morgan* relieved us. Got underway and anchored at head of Spanish River. Received crews and material from the *Huntsville* and *Tuscaloosa*. At 11 p. m. the *Nashville* was underway, steaming up Mobile River.

During the investment of Spanish Fort and Blakely, a period of about two weeks, the officers and men of my command were much taxed in their endurance by constant labor, but which was performed with zeal and cheerfulness. Frequently under fire, their bearing was always admirable. To the executive officer, Lieutenant Harrison, and to Lieutenant Fendall, commanding marines, I am under especial obligations for their intelligent assistance and cordial cooperation.

I am, very respectfully, your obedient servant,

J. W. BENNETT,
Lieutenant, Commanding.

Flag-Officer E. FARRAND,
Commanding Naval Forces, etc.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding repairs needed for the U. S. steamers Monongahela and Bienville.

No. 14.]

U. S. FLAGSHIP RICHMOND,
Mobile Bay, Ala., March 10, 1865.

SIR: I have the honor to inform the Department that the condition of both the *Monongahela* and *Bienville* is such as to require docking for necessary repairs before they can again be rendered serviceable as blockading vessels.

Both these vessels are required on the coast of Texas to aid in blockading the numerous ports of that coast, and it is believed that they may be repaired at the North and be on their return to this station in the course of two or three weeks.

As the requisite repairs can not be made either at New Orleans or Pensacola, I am constrained to send them North for that purpose.

I enclose herewith the reports of the boards of survey ordered in their cases, respectively.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture by that vessel of the British schooner R. H. Vermilyea.

U. S. S. QUAKER CITY,

At Sea, Lat. 28° 20' N., Long. 96° 12' W., March 12, 1865.

SIR: I have the honor to address the Department, and would respectfully inform you that at noon to-day this vessel fell in with the British schooner *R. H. Vermilyea* and, under circumstances that warranted her seizure, took possession of her as prize.

Soon after this vessel was discovered she lowered all canvas with the intention, no doubt, to avoid observation, but finding that she was still pursued, made all sail again, headed in for the land, and endeavored to escape (showing no colors). After getting within range and firing ahead of her, she hove to.

The course she was steering at the time of sighting her and when trying to escape was contrary to the proper direction to Havana, to which port her papers represent her to have been bound. Her cargo is also one not likely to have been shipped to any port in Cuba, consisting of coffee, clothes, rum, tobacco, shoes, etc. In addition to this her captain has tacitly and otherwise admitted that he was endeavoring to run the blockade; that he had before been in the business; had been captured on a previous occasion (in the schooner *Lone*, of which he was captain and part owner) and at this time was bound for the first port that there might be a chance of getting into. Also that he is with the South in rebellion and would have made \$3,000 had he succeeded in running in his cargo. These and other circumstances attending the capture, which I will not further engross your time by relating, have induced me to make the seizure.

In obedience to orders I have sent this prize in to the port of New Orleans for adjudication, with the necessary documents in the case, to the proper officer there.

I herewith respectfully forward a prize list in connection with the capture.

I have the honor to be,

Very respectfully, your obedient servant,

WM. F. SPICER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Major Jackson, U. S. Army, giving items of information from various sources, including a description of Confederate torpedo boats.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, La., March 13, 1865.

COLONEL: I have the honor to submit to your consideration the following report of information received at this office this 13th day of March, 1865:

In a letter from Captain Collins, Confederate scout, to a person in this city, he states that he expects a visit about this time from one

Ike Hutchinson, from Lavaca, Tex., who has charge of the torpedoes in Red River. This, taken in connection with Mr. Hunnicutt's report of the designs of Jones (also from Lavaca), who was at Houston, Tex., January 12, to destroy the ironclad *Tennessee* and other gunboats at the mouth of Red River, leads me to believe that there is some such plan on foot, of which the commanders of gunboats should be notified. The following is a description of the torpedo boats, one of which is at Houston and four at Shreveport: The boat is 40 feet long, 48 inches deep, and 40 inches wide, built entirely of iron, and shaped similar to a steam boiler. The ends are sharp pointed. On the sides are two iron flanges (called fins), for the purpose of raising or lowering the boat in the water. The boat is propelled at the rate of 4 miles an hour by means of a crank, worked by two men. The wheel is on the propeller principle. The boat is usually worked 7 feet under water and has four dead lights for the purpose of steering or taking observations. Each boat carries two torpedoes, one at the bow, attached to a pole 20 feet long; one on the stern, fastened on a plank 10 or 12 feet long. The explosion of the missile on the bow is caused by coming in contact with the object intended to be destroyed. The one at the stern, on the plank, is intended to explode when the plank strikes the vessel. The air arrangements are so constructed as to retain sufficient air for four men at work and four idle two or three hours. The torpedoes are made of sheet iron three-sixteenths of an inch thick, and contain 40 pounds of powder. The shape is something after the pattern of a wooden churn, and about 28 inches long. Jones, the originator and constructor of these boats, also constructed the one which attempted to destroy the *New Ironsides* in Charleston, S. C. Captain Collins states that he has 30 men. A deserter who came into Vicksburg reports that he saw about 2,000 Confederates near Oak Ridge, western Louisiana, passing through the country conscripting. Another deserter, who came into Vicksburg March 6, reports Forrest near Jackson, Miss. He is reported to have four divisions of cavalry, one of which was at Jackson. There was no intention of an attack on Vicksburg. A refugee from Mobile March 2 reports eight or ten transports there capable of carrying 700 or 800 men each, besides the four English steamers. There are from 18,000 to 20,000 troops. They have supplies for six months. Many of the torpedoes are adrift in the bay. No Government property has been sent away from Mobile. A scout reports that March 4 a long train from Montgomery to Mobile passed through Pollard loaded with troops from Hood's old army, who had been to South Carolina to meet Sherman. The garrison at Pollard was about 1,000. The railroad from Pollard to Tensas Landing is strongly guarded. James Postern and Mr. Ray, captured at Pollard and released in New Orleans, returned to Pollard and gave full information about all the movements of the forces at New Orleans, Mobile, and Pensacola Bay. All rivers and creeks are very high and most of the country roads impassable. At Galveston the rebels are constructing a new battery on the point of Galveston Island, opposite Pelican Spit, in a line with the obstructions. It mounts three guns taken from Fort Bankhead. Fort Magruder has two 10-inch guns and three quakers,

which the informant took to the fort himself. South Battery also has four quakers and only one rifled gun.

I have the honor to be,

Very respectfully, your obedient servant,

A. M. JACKSON,
Major, Tenth U. S. Colored Heavy Artillery
(in absence of Captain S. M. Eaton).

Lieutenant-Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General,
Military Division of West Mississippi.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding condition of vessels loaned for temporary service.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Mound City, March 13, 1865.

ADMIRAL: Commodore Palmer has informed me, under date of 28th ultimo, that the six vessels sent from this to the West Gulf Blockading Squadron have arrived at New Orleans, but states he questions whether any of them, except the *Osage*, will be of use, as they require a great deal of time and expense to repair them. The commanding officer of the *Naiad*, which, with the *Peri*, you have ordered to return to this squadron, also informs me that your fleet engineer said that the vessels were not sent down in good condition.

When application was made to me about February 1, at New Orleans, for these vessels, I was informed that the expedition in which they were to be engaged would be ready to move in about ten days. Dispatch was therefore necessary, and I sent boats which were selected as in the best condition for this service, without waiting to repair and strengthen them for outside service or to furnish them with fresh-water condensers, all of which I thought could be done with less delay in New Orleans, if absolutely necessary.

I supposed, however, that they could be supplied with casks or tanks, and water furnished by vessels having condensers.

None of the new gunboats recently purchased were then ready, or I would have sent them, although vessels with drilled crews that have been for some time in service would seem to be more effective.

The disposition made was the best that was practicable under the circumstances, and I regret that the vessels are considered unsuitable for the intended service.

I enclose a copy of a letter I addressed to Commodore Palmer, or yourself, on February 16, when the ironclads and gunboats were dispatched, which I presume was received by Commodore Palmer and may not have been turned over to you. The transfer of the four tinclads was only for a temporary emergency. I shall always endeavor to cooperate with you in advancing the public interests to the best of my opportunity.

I have the honor to be, admiral, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

List of vessels belonging to the West Gulf Squadron, March 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Albatross.	6	Screw.	Actg. Vol. Lieut. T. B. Du Bois.	Mobile Bay.
Augusta Dinamore.	4	Screw.	Actg. Vol. Lieut. M. B. Crowell.	New Orleans.
Antona.	5	Screw.	Actg. Vol. Lieut. J. F. Harden.	Coast of Texas.
Aroostook.	7	Screw.	Lieut. Commander J. S. Skerrett.	New Orleans.
Althea.	1	Screw.	Actg. Ensign F. A. G. Bacon.	Pensacola Bay.
Arkansas.	5	Screw.	Actg. Vol. Lieut. D. Cate.	New Orleans.
Arthur.	6	Bark.	Actg. Master J. E. Stannard.	Pensacola Bay.
W. G. Anderson.	8	Bark.	Actg. Master H. Tibbits.	Do.
Bienville.	10	Paddle wheel.	Commander J. R. M. Mullany.	New Orleans.
Bloomer.	2	Stern wheel.	Actg. Master's Mate A. Whiting.	East Pass.
Buckthorn.	2	Screw.	Actg. Vol. Lieut. W. Godfrey.	Mobile Bay.
Bohio.	1	Brig.	Actg. Master W. M. Stannard.	Mississippi River.
Cayuga.	7	Screw.	Lieut. Commander H. Wilson.	Off Galveston.
Chickasaw.	4	Ironclad.	Lieut. Commander G. H. Perkins.	Mobile Bay.
Chocoma.	4	Screw.	Lieut. Commander Richard Meade, jr.	New Orleans.
Cincinnati.	13	Ironclad.	Lieut. Commander Geo. Brown.	Mobile Bay.
Cornubia.	5	Paddle wheel.	Actg. Vol. Lieut. John A. Johnstone.	New Orleans.
Carrabasset.	6	Stern wheel.	Actg. Vol. Lieut. Ezra Leonard.	Berwick Bay.
Cowslip.	3	Paddle wheel.	Actg. Master Wm. T. Bacon.	Mobile Bay.
Corypheus.	2	Schooner.	Actg. Master and Pilot W. Stewart.	Do.
Charlotte.	2	Schooner.	Actg. Master's Mate A. Whiting.	East Pass.
Estrella.	5	Paddle wheel.	Actg. Master G. P. Pomeroy.	New Orleans.
Elk.	6	Stern wheel.	Actg. Vol. Lieut. N. Kirby.	Mobile Bay.
Fearnot.	5	Ship.	Actg. Master A. Rich, jr.	New Orleans.
Fort Gaines.	4	Stern wheel.	Actg. Master J. R. Hamilton.	Lake Pontchartrain.
Fort Jackson.	7	Paddle wheel.	Captain B. F. Sands.	Coast of Texas.
Genesee.	8	Paddle wheel.	Lieut. Commander John Irwin.	Mobile Bay.
Gertrude.	8	Screw.	Actg. Vol. Lieut. B. C. Dean.	Off Galveston.
Glide.	6	Stern wheel.	Actg. Master L. S. Fickett.	Berwick Bay.
Glasgow.	3	Paddle wheel.	Actg. Master R. J. Hoffner.	New Orleans.
Hollyhook.	3	Paddle wheel.	Pilot Ben. Tarbell.	Do.
Itasca.	4	Screw.	Lieut. Commander N. Green.	Mobile Bay.
Ida.	1	Screw.	Actg. Ensign F. Ellms.	Do.
J. C. Kuhn.	6	Bark.	Actg. Master A. C. Starrett.	Pensacola Bay.
J. P. Jackson.	6	Paddle wheel.	Lieut. Commander A. R. Yates.	Mississippi Sound.
Jasmine.	2	Screw.	Actg. Ensign F. J. Brenton.	Pensacola Bay.
Kanawha.	4	Screw.	Lieut. Commander B. B. Taylor.	Pass Cavallo.
Katahdin.	7	Screw.	Lieut. Commander C. H. Greene.	New Orleans.
Kickapoo.	4	Ironclad.	Lieut. Commander M. P. Jones.	Mobile Bay.
Kineo.	6	Screw.	Lieut. Commander J. Watters.	New Orleans.
Kennebec.	5	Screw.	Lieut. Commander Trevett Abbott.	Coast of Texas.
Kittatinny.	6	Schooner.	Actg. Ensign N. J. Blasdell.	Pensacola Bay.
Lackawanna.	14	Screw.	Captain G. F. Emmons.	New Orleans.
Metacombet.	10	Paddle wheel.	Commander P. Crosby.	Mobile Bay.
Monongahela.	11	Screw.	Commander J. H. Strong.	New Orleans.
Milwaukee.	1	Ironclad.	Lieut. Commander J. H. Gillis.	Mobile Bay.
Meteor.	6	Stern wheel.	Actg. Master M. Jordan.	Do.
M. A. Wood.	3	Schooner.	Actg. Master John Ross.	Do.
New London.	5	Screw.	Actg. Master Lyman Wells.	New Orleans.
Nyanza.	6	Stern wheel.	Actg. Vol. Lieut. C. A. Bouteille.	Mobile Bay.
Narcissus.	1	Screw.		Pensacola.
Octorara.	10	Paddle wheel.	Lieut. Commander W. W. Low.	Mobile Bay.
Oneida.	12	Screw.	Commander Thos. H. Stevens.	New Orleans.
Ossipee.	13	Screw.	Commander W. E. Le Roy.	Coast of Texas.
Owasco.	5	Screw.	Actg. Vol. Lieut. L. W. Pennington.	Do.
Osage.	2	Ironclad.	Lieut. Commander W. M. Gamble.	Mobile Bay.
Preston.	3	Screw.	Actg. Vol. Lieut. J. R. Wheeler.	New Orleans.
Pink.	3	Screw.	Actg. Master Samuel Belden.	Mobile Bay.
Pembina.	5	Screw.	Lieut. Commander J. G. Maxwell.	Coast of Texas.
Penguin.	7	Screw.	Actg. Vol. Lieut. J. R. Beers.	Do.
Penobscot.	4	Screw.	Lieut. Commander A. E. K. Benham.	Velasco.
Pinola.	4	Screw.	Lieut. Commander H. Erben.	Off Galveston.
Port Royal.	10	Paddle wheel.	Lieut. Commander B. Gherardi.	New Orleans.
Princess Royal.	7	Screw.	Commander M. B. Woolsey.	Off Galveston.
Pocahontas.	6	Screw.	Actg. Master E. E. Pendleton.	New Orleans.
Pampero.	6	Ship.	Actg. Master O. Colburn.	North West Pass.
Portsmouth.	18	Ship.	Commander L. C. Sartori.	New Orleans.
Potomac.	42	Frigate.	Commander Alex. Gibson.	Pensacola Bay.
Quaker City.	7	Paddle wheel.	Commander W. F. Spicer.	Coast of Texas.
Richmond.	22	Screw.	Captain T. P. Greene.	Mobile Bay.
Rodolph.	6	Stern wheel.	Actg. Master N. M. Dyer.	Do.

a Repairing.

List of vessels belonging to the West Gulf Squadron, March 15, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks...	New Orleans.
Sciota.....	4	Screw.....	Actg. Vol. Lieut. J. W. Magune...	Mobile Bay.
Sebago.....	10	Paddle wheel.	Lieut. Commander D. B. Har- mony.	Do.
Selma.....	4	Paddle wheel.	Actg. Ensign L. R. Vance.....	New Orleans.
Seminole.....	9	Screw.....	Commander A. G. Clary.....	Rio Grande.
Stockdale.....	6	Stern wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Sam Houston.....	1	Schooner.....	Actg. Vol. Lieut. and Pilot M. Freeman.	Do.
Tallahatchie.....	6	Stern wheel.	Actg. Master T. J. Linnekin.....	Do.
Tritonia.....	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggin.....	Do.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown.....	Coast of Texas.
Vincennes.....	10	Sloop.....	Actg. Vol. Lieut. Wm. M'Olain...	Ship Island.
Winnebago.....	4	Ironclad.....	Lieut. Commander W. A. Kirk- land.	Mobile Bay.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding request for five mortar boats for service at New Orleans.

MOUND CITY, March 15, [1865].

GENERAL: Yours of the 4th instant is received, and I have, as therein requested, ordered five mortar boats to be sent to New Orleans. I send Acting Master McElroy with the towboats *Benefit* and *Volunteer* in charge of the boats, with instructions to turn them over to Acting Rear-Admiral Thatcher, or the senior naval officer at New Orleans, whom I have requested to deliver them to you. All the necessary equipments on hand and 1,500 empty shell go with them; there are remaining here 3,340 shell, part or all of which can be sent if necessary. Those mortar rafts are old and not in good condition. The naval station here is all under water. There are plenty more of these rafts. Do you want them?

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,

Commanding Military Division of West Mississippi.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the dispatching of mortar boats requested by Major-General Canby.

MOUND CITY, March 15, 1865.

ADMIRAL: I send Acting Master McElroy with the towboats *Benefit* and *Volunteer* in charge of five mortar boats, to be delivered to you for General Canby, who requested me to send them to New Orleans in a communication dated 4th March. I have ordered to be selected the best of the mortar boats, and to be sent with their necessary equipments, if allowable here, and 1,500 shell, and there are

3,340 shell remaining here, part or all of which can be sent if required. I enclose a copy of my orders to Acting Master McElroy.

I have the honor to be, admiral, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron,

Or Senior Naval Officer, New Orleans.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master McElroy, commanding steamer Benefit, regarding the towing of mortar boats to New Orleans.

MOUND CITY, March 16, 1865.

SIR: You are hereby detached from the immediate command of the *Benefit*, her owners desiring, as the charter party allows, to supply her captain. Receive from Commodore Livingston the five XIII-inch mortar boats or rafts and ordnance supplies prepared for them. With the *Volunteer* and *Benefit*, tow these mortar rafts to New Orleans.

Upon your arrival at New Orleans, report to the senior naval officer there and turn over to him the mortars and other ordnance matter, together with the enclosed communications for Admiral Thatcher and General Canby, then return without delay to this place with the *Volunteer* and *Benefit* and assume command of the U. S. S. *Prairie Bird*. Tow the mortar rafts carefully, and should you need coal on the down trip, take advantage of the slack water in White River to go in there and get it.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master THOMAS McELROY,

Commanding Steamer Benefit.

Deliver the enclosed communication to Lieutenant-Commander Grafton, commanding third district, on your way down, and on your return take the *Ozark* in tow, with the *Volunteer* and *Benefit*, and bring her to this place for repairs. Report to Lieutenant-Commander Grafton for this service.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding a change of flagship.

NAVY DEPARTMENT, March 16, 1865.

SIR: The Department received your No. 5, asking that a steamer may be detailed as a flagship to supply the place of the *Arizona*, destroyed by fire. No more vessels can be purchased. It is thought there are vessels in your squadron that will answer the purpose, and you can select any one of them.

Very respectfully, etc.,

G. WELLES,

Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron, New Orleans.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture of sloop Telemico.

U. S. S. QUAKER CITY,
Latitude 25° 59' N., Longitude 96° 52' W., March 16, 1865.

SIR: I have the honor to address the Department, and would respectfully inform you that at 4 p. m. to-day this vessel captured the sloop *Telemico*, of 14 tons burden, from Lavaca, Tex., for Matamoras, Mexico, with a cargo of 24 bales of cotton and 69 bushels of pecan nuts; also a small rebel mail.

On examination of her papers, her cargo was found to be consigned to Confederate States agents at Matamoras, and other (more than sufficient) evidence prove her to be a regular blockade runner.

This vessel being of so small a class, the probability of capturing others of more importance presenting itself, the apparent risk of disaster to her, perhaps, should she attempt the passage to New Orleans, particularly in this season of northers, and because of my being short of officers, I have concluded to take her cargo, people, and papers on board this vessel until a better opportunity offers to send them North, and to use the prize in the meantime for purposes of utility at this point.

With the trust that my course may meet the approval of the Department, I have, sir, the honor to be, very respectfully, your obedient servant,

WM. F. SPICER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture of schooner George Burkhart.

U. S. S. QUAKER CITY,
Latitude 26° 12' N., Longitude 96° 49' W., March 17, 1865.

SIR: I have the honor to address the Department, and would respectfully report to you the capture by this vessel to-day of the blockade running schooner *George Burkhart*, from Lavaca, Tex., for Matamoras, Mexico, with a cargo of 76 bales of cotton (39,046 pounds) and about 4 bales loose of the same material.

This vessel (the *Burkhart*) was discovered to the S. and E. from our station off Brazos Santiago, making a course toward Matamoras, but finding us in chase bore away before the wind and endeavored to escape. Soon after this, however, she was hove to and taken possession of.

Her character, sir, is unquestionable; her people, besides, making no disguise, but confessing freely her employment in violation of the blockade. Her papers are alone sufficient to authorize the seizure.

I will not therefore trouble the Department with further details of the case, but simply state that, in obedience to established rules, I

have sent her to New Orleans for adjudication, together with papers found on board and the proper witnesses required.

I have, sir, the honor to be, very respectfully, your obedient servant,

WM. F. SPICER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting letters regarding permits for transportation of goods to Pensacola.

No. 25.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 19, 1865.

SIR: I have the honor to enclose herewith, for the action of the Department, two letters from Commander Armstrong and a copy of an order issued by Major-General Hurlbut, commanding Department of the Gulf, in relation to permitting goods to be shipped to Pensacola navy yard for the stores in Warrington and Woolsey, situated on the naval reserve, where the families of the employés of the yard, as well as refugees, reside.

A collector should be sent to Pensacola, as that place is declared an open port, to decide the question of granting or not granting permits to ship goods and provisions for the consumption of the inhabitants of Woolsey and Warrington.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

COMMANDANT'S OFFICE,
Navy Yard, Pensacola, Fla., March 15, 1865.

ADMIRAL: I sent on the 4th of March a communication, enclosing letters of Mr. E. V. Price, Treasury agent.

I received yesterday a letter from Brigadier-General Asboth, of which enclosed is a copy.

The application for permits is made in duplicate, one filed in this office, the other, with written request on it, is given to the applicant and forwarded to headquarters at New Orleans; when approved of by the naval and military authorities, the collector issues a permit for the goods to come to this navy yard.

As they come to the yard, I am unwilling to give the order requested in General Asboth's letter without orders from you, as it establishes a precedent which Commodore Smith refused to allow. Complaints have been made of articles passing beyond the lines, and Mr. Forchimer was suspected, but no proof has been submitted against him. The goods of Mr. Forchimer, permitted to come over from New Orleans, were endorsed by Major-General Hurlbut, not to be delivered without authority from commanding general of the district,

were endorsed by General Asboth and landed at this yard. The question arises, Has the major-general the authority to say what shall be landed or what should not be landed here; although he may stop the permit at New Orleans?

Passes have been given to carry goods up the bay and even for vessels to trade outside, where the goods must pass beyond my control.

In order to prevent the abuse of the permits, I propose to issue, with your approval, the enclosed order.

I trust that a custom-house officer may be sent here, who can supervise these permits and attend to revenue duties.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commandant.

Acting Rear-Admiral HENRY K. THATCHER,
*Comdg. West Gulf Squadron, U. S. Flagship Richmond,
Mobile Bay.*

COMMANDANT'S OFFICE,
Navy Yard, Pensacola, Fla., March 17, 1865.

ADMIRAL: The permits of J. W. Loewenstein and Joseph McGinn, both storekeepers in Warrington, have been returned from New Orleans endorsed and disapproved by Major-General Hurlbut; copy enclosed.

The permits are in the same form as on all papers that have been sent from this office for goods, which have heretofore been passed.

The articles are for the use of the resident population on the naval reserve as well as the employés of this yard, so I can not certify that they are for the use of the navy and its employés exclusively.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commandant.

Acting Rear-Admiral H. K. THATCHER,
*Commdg. West Gulf Squadron, U. S. Flagship Richmond,
Mobile Bay.*

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, March 13, 1865.

Such goods as are certified to by the commander of the navy yard at Warrington and the naval officer on duty at New Orleans as being for the use of the navy and its employés, will receive my permission. Unless so certified I decline to give my sanction to general trade at Warrington or any other points included in the Treasury regulations.

These facts must appear upon the certificate of the naval officers.

S. A. HURLBUT,
Major-General.

Report of Fleet Captain Simpson, U. S. Navy, announcing arrival in the Gulf.

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 19, 1865.

SIR: In obedience to the Department's order of the 8th of February, I reported for duty as fleet captain of the West Gulf Squadron on the 12th instant.

I have the honor to be, very respectfully, your obedient servant,

E. SIMPSON,
Lieutenant-Commander, Fleet Captain.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing arrival of the U. S. S. Preston.

No. 28.]

U. S. FLAGSHIP GLASGOW,
Off Mobile Bay, March 21, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Preston* reported for duty in this squadron on the 9th instant, arriving at New Orleans on that day, via Key West.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting additional steam tugs.

No. 29.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 22, 1865.

SIR: I have the honor to request the Department to order two additional steam tugs for duty in this squadron, as the necessary repairs required from time to time by those now here often deprive the fleet of their services when most wanted.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting letter from Prussian consul in Galveston.

No. 30.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 22, 1865.

SIR: I have the honor to enclose herewith, for the disposal of the Department, a sealed communication received through flag of truce from the Prussian consul in Galveston to the representative of Prussia in Washington, D. C.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting instructions in view of the starving condition of inhabitants of Biloxi and Mississippi City.

No. 33.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 23, 1865.

SIR: I enclose for the information of the Department a communication from Lieutenant-Commander A. R. Yates, commanding naval forces in Mississippi Sound, referring to the destitute condition of the inhabitants in Biloxi; also a letter from a Mr. Mix, of Mississippi City, making the same statement in reference to the people of that place.

The action of Lieutenant-Commander Yates has been approved by me, and he has been instructed to continue supplying aid to the destitute under careful restrictions, including those only who have taken the oath of allegiance.

Lieutenant-Commander Yates has also been instructed to encourage as much as possible emigration to New Orleans, at which place they would be provided for by the provost-marshal.

I will be happy to receive any instructions that the Department may see fit to issue upon this subject.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. J. P. JACKSON,
Mississippi Sound, March 21, 1865.

SIR: The shipping articles returned for my signature have that of Acting Volunteer Lieutenant Pennington on them. I was not in command of the vessel during the quarter ending December 31, 1864. I found the shipping articles for that quarter on board and sent them to Acting Volunteer Lieutenant Pennington for his signature.

The applications of Mr. [William H.] Howard and Mr. [Charles C.] Wilbar for temporary detachment I have approved. These gentlemen are not desirous of joining any other vessel if this one is to participate in any active service.

The telegraph from New Orleans to Fort Gaines will be in operation to Horn Island, where a station is to be by to-morrow.

Last Friday a family of eight refugees came from East Pascagoula to this vessel. I sent them to New Orleans by the *Cowslip*.

The parties making turpentine, etc., on Horn Island are progressing finely and show no disposition to exceed or abuse the permission granted them.

I send you a petition from a Mr. Mix, of Mississippi City, in behalf of the destitute families there. I know the families along the northern shore are in a suffering condition, being cut off now from Mobile, from where they formerly obtained their provisions. I have relieved the necessities of some of the most destitute in Biloxi, but the demands are becoming so numerous and urgent that I deem it advisable to inform you of the circumstances.

There are no rebel forces along the north shore except a small picket of six men at East Pascagoula. The people are, so far as I can judge, Unionists.

I have administered the oath of allegiance to some ten at their own request; the writer of the enclosed petition has also taken the oath. The families are nearly all composed of women and children, and it is with reluctance that I am compelled to refuse their request. When I have judged it necessary to supply any family with provisions, I have latterly appointed a board of three officers to examine into their condition and report to me the result. I have expended now as many provisions as I deem it advisable I should on my own responsibility. I am a little fearful you may judge I have exceeded it. I have issued some 2 barrels of flour, 5 barrels of beef, and 6 barrels of bread, but the circumstances justified the expenditure, as the people had taken the oath and were on the point of starvation. I can not furnish them with any more without your orders. Will you be pleased to acquaint me with your wishes in regard to the matter?

I am, respectfully, your obedient servant,

A. R. YATES,

Lieutenant-Commander, Commanding J. P. Jackson.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

P. S.—The lumber I mentioned in my last communication has drifted ashore at West Pascagoula during the late blow. I shall endeavor to get it off at the earliest opportunity.

HONORED SIR: I trust you will excuse a stranger intruding himself to your notice, and I only plead the urgency of the demands and humanity as my apology. I am a resident of Mississippi City, on the sound. We number about sixty families. Of these about ten are self-supporting; the balance are in a starving condition. Prior to the war we were able to make a competence by making tar, turpentine, charcoal, and lumber. Since this trade has been cut off

we have subsisted by making salt, but owing to the rains during the summer and fall of this year we have not realized more than one-third the usual yield. Our soil is but a sterile sand heap, producing the scantiest of garden vegetables, and we have to rely on the back country 100 to 150 miles for corn and meat. Owing to the late rains, the whole country is overflowed beyond precedent, and a month or six weeks must elapse before the roads will be in a condition suitable for hauling; in the meantime there are fifty families, women and children, that will starve if the Government does not come to their relief. Many of them have not tasted meat for months; many more are now living on roots and fish. We have been abandoned by the Confederate Government because we are in the Federal lines. We have no circulating medium; while the Confederate troops were in our midst we were compelled to take Confederate money. We have been interdicted by the Federal authorities from selling our tar, rosin, or lumber, and in this position there is nothing but death by starvation for a large portion of us unless we get speedy relief. Under these circumstances we appeal to your humanity, and respectfully ask that you will delegate some officer to visit us, enquire into the truth of this statement, and report as speedily as possible.

I am, sir, in behalf of a starving community, your very obedient servant,

EDWIN C. MIX.

Rear-Admiral THATCHER,

Commanding U. S. Squadron, Department of the Gulf.

Order of Fleet Captain Simpson, U. S. Navy, to Commander Crosby, U. S. Navy, in view of the presence of steamer Heroine at Mobile.

U. S. FLAGSHIP GLASGOW,
Off Fish River, March 24, 1865.

SIR: We are in receipt of reliable information that the blockade runner steamer *Heroine* is loaded at Mobile, and will take advantage of the first favorable opportunity to run the blockade.

Until further orders, you will occupy as your night station some position on the west side of the bay, and will exercise great vigilance in order to detect the vessel in her attempt to escape.

You will direct the *Genesee* to occupy as her night station some intermediate point near mid-channel.

Both vessels can return during the day to their present positions.

By order of admiral:

E. SIMPSON, *Fleet Captain.*

Commander P. CROSBY,

Commanding Metacomet.

[Telegram.]

NAVY DEPARTMENT, *March 24, 1865.*

Send the *Vanderbilt* directly to West Gulf with recruits, then to return directly to New York.

G. WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,

Commandant Navy Yard, New York.

Report of Acting Volunteer Lieutenant Leonard, U. S. Navy, commanding U. S. S. Carrabasset, regarding operations in the vicinity of Berwick Bay.

U. S. S. CARRABASSET,
Berwick Bay, La., March 24, 1865.

SIR: I have the the honor to report that on the 21st instant I took on board 40 of the Ninety-third U. S. Colored Infantry, under command of Captain Thomas J. Whiteman, and proceeded up Grand Lake to Indian Bend, where the troops landed and crossed over to Bayou Teche, where they had a skirmish with a force of about 30 rebels across the bayou. Afterwards a party of rebels came down and fired upon this vessel, but a few shells and shrapnel soon dispersed them. I landed with a small force and captured one musket and equipments of a rebel picket and several pirogues. I took on board at this place 9 colored refugees.

On the morning of the 22d I entered Big Bayou Pigeon, where none of the naval vessels had been before, and proceeded up 5 miles, having to cut down several trees which obstructed our passage. I then went up 5 miles farther in an armed boat and found the bayou very navigable as far as I went. My object there was to capture a flatboat with 50 horses, which I learned would come down that bayou. I had sent the U. S. S. *Glide* up Little Bayou Pigeon that morning for the same purpose, but the rebels took another route with their horses and escaped both of the vessels.

I have the honor to be, very respectfully, your obedient servant,

EZRA LEONARD,
Acting Volunteer Lieutenant and Senior Officer.

Captain G. F. EMMONS,
Senior Officer, Commanding at New Orleans.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture by that vessel of the steamer Cora.

U. S. S. QUAKER CITY,
Off Brazos Santiago, Tex., March 25, 1865.

ADMIRAL: I have the honor to inform you that the blockade running steamer *Cora* was captured by this vessel yesterday morning, the 24th instant, at about 7 o'clock, 13 miles E. by S. of this point. The *Cora*, a stern-wheel steamer, was from Corpus Christi, Tex., for Bagdad, Mexico, with a cargo of lumber and several passengers; her character is unquestionable. It was my intention to have sent this prize North for adjustment, as in other cases, to New Orleans at least, but finding her with insufficient fuel and otherwise unfit to make the passage, even by towing, had I the means at hand, I have anchored her inside the bar at Brazos until I learn from you what further disposition shall be made of her.

The lumber on board is greatly needed by the army at Brazos; the vessel is also considered a desirable one for that branch of the service here, and the quartermaster has expressed a wish to purchase the hull and cargo for uses in his department. I would therefore respectfully suggest that a board of survey or of adjudication may be formed at this point, should you deem it proper and possible to allow it,

that by its action the vessel may be appraised and transferred to the Army.

I would further respectfully suggest, sir, that should you be pleased to order a board to arrange this case, that the sloop *Telemico*, previously captured and duly reported to you, may be included in the proceedings; her possession is also desired by the army. Her cargo consisting of 24 bales of cotton and some sacks of pecan nuts, is still on board the *Quaker City*, waiting an opportunity for shipment North, after I shall have learned your decision with regard to her case. The prisoners from these two vessels, as well as the remaining ones from the *Burkhart*, I shall retain on board this ship until an opportunity offers to transfer them elsewhere, or until I get further instructions relative to them. I herewith respectfully forward two lists containing the names of all the people found on board the *Telemico* and the *Cora*, also the names of those remaining from the *Burkhart*.

Very respectfully,

WM. F. SPICER,
Commander, U. S. Navy.

Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding certain vessels needing repairs.

No. 35.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 24, 1865.

SIR: I have the honor to enclose herewith to the Department a report of the survey on the hull of the *Kineo*. I shall act in accordance with the recommendation and send her to Baltimore, as there is no dock on this station.

There are so many vessels crippled that I shall be obliged to send some of them North, and I request that they may be repaired and sent down to the squadron again as soon as possible, to make the blockade efficient.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival of U. S. S. Trefoil.

No. 36.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 25, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Trefoil* reported for duty in this bay on the 24th instant, Acting Master C. C. Wells, commanding.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival of the U. S. S. Grand Gulf.

No. 40.]

U. S. FLAGSHIP STOCKDALE,
Mobile Bay, March 26, 1865.

SIR: I have the honor to report to the Department that the U. S. S. *Grand Gulf* arrived in this squadron on the 26th instant, Commander John Downes, commanding.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant-Commander Haxtun, U. S. Navy, commanding U. S. S. Mercedita.

NAVY DEPARTMENT, *March 27, 1865.*

SIR: Proceed with the U. S. S. *Mercedita* off Mobile and report to Acting Rear-Admiral H. K. Thatcher or the senior commanding officer present for duty in the West Gulf Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Mercedita, Baltimore.

List of vessels of West Gulf Blockading Squadron, with signal numbers.

U. S. FLAGSHIP,
Off Mobile, March 30, 1865.

SIR: You will please insert in pencil in the Boat Code Signal Book the following numbers:

19. Antona.	86. Estrella.	202. Nyanza.
20. Arkansas.	87. Elk.	203. Narcissus.
21. Augusta Dinsmore.	117. Glasgow.	212. Octorara.
22. Althea.	118. Genesee.	214. Osage.
38. Bloomer.	119. Gertrude.	238. Princess Royal.
39. Bohio.	127. Hollyhock.	239. Port Royal.
40. Buckthorn.	138. Ida.	240. Pink.
43. Chocura.	139. J. P. Jackson.	261. Rodolph.
63. Fort Gaines.	140. Jasmine.	286. Stockdale.
64. Chariotte.	154. Kittatinny.	297. Sebago.
65. Corypheus.	155. Kickapoo.	298. Selma.
66. Cowslip.	168. Lackawanna.	299. Sam Houston.
67. Carrabasset.	188. Meteor.	308. Tallahatchie.
68. Circassian.	190. M. A. Wood.	309. Tritonia.
69. Chickasaw.	191. Metacomet.	341. Winnebago.

Very respectfully,

E. SIMPSON,
Fleet Captain, for Commander in Chief.
Lieutenant-Commander G. H. PERKINS,
Commanding Chickasaw.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, for the restriction of blockade running at Galveston.

NAVY DEPARTMENT, *March 30, 1865.*

SIR: The Department would be gratified to know that by the time this communication reaches you a sufficient force shall have been stationed off Galveston to close that port to the ingress and egress of blockade runners. There has been abundant evidence that for two or three months past steamers have passed in and out frequently to and from Havana and the Mexican coast, some of them with valuable cargoes of cotton. Galveston is the only port of any-consequence to the rebels left to them, and no pains should be spared to close it effectually.

The *R. R. Cuyler* is about sailing from Hampton Roads to join your squadron, and the *Mercedita* is under orders to it.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Major-General Wallace, U. S. Army, to Captain Sands, U. S. Navy, desiring communication with Galveston.

STEAMER CLINTON,
Off Galveston, March 30, 1865.

CAPTAIN: My dispatches are ready for forwarding. As time is of importance to me, you would oblige me very much by enabling me to communicate with the city as soon as possible.

Very respectfully, your friend and servant,

LEWIS WALLACE,
Major-General, etc.

[Captain B. F. SANDS,
Commanding U. S. S. Fort Jackson.]

Letter from Major-General Hurlbut, U. S. Army, to Major-General Canby, U. S. Army, regarding general condition of affairs.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, March 30, 1865.

I forward with this letter report from A. P. H. Stuart, sent to Mobile last January. His statements are probably true in the main. He reports also to me that the following parties in Mobile may be relied on as Union people, and requests protection: Moses Foote, Frank Chamberlin and family, late of the Battle House. I am in possession of news from Shreveport which induces me to believe that, if possible, a full division, say 6,000 men, will cross the Mississippi. The lines are closed rigidly, cotton trade stopped, gunboats ordered from Shreveport to Alexandria, and every indication of a movement of troops. Heavy guns from Alexandria have been sent

to Grand Ecore, and orders given to treat all persons [trading] for cotton under Yankee permits as spies. The cargo (dry goods, etc.) of the *Anna Perette* for her return of cotton sales has been seized and the captain and supercargo placed in irons. The navy and General Herron have been fully advised of the probable movements. There appears to be a general belief everywhere that the rebellion topples toward its fall. Cotton is 47 cents in New York, gold \$1.53. Mansfield & Co. are reported to be losers to \$1,500,000. There is great anxiety here to know the probable action of General Canby as to cotton in Alabama and Georgia, and many operations are in progress based upon his supposed action. There have been persons here of high positions in Alabama professing to control large amounts in Selma and Montgomery. I have stated to one of them, Mr. Weaver, formerly secretary of the State of Alabama, that I do not believe the Government will interfere with the private property of peaceable citizens in the country. They are willing to deliver their cotton to the United States direct, to whatever officer may be designated, and to give one-fourth or more if required, the remainder to await final action in the hands of the Government. I think if an order of this nature was published the people would save their cotton from the conflagration ordered by the military authorities of the C. S. Army. If adopted by general order this system would cut off much speculation and free decent people from the plunderers. I propose, when Mobile is captured, to send over a load of provisions or two for the immediate wants of such people as may be left there, and shall take care that nothing goes except purely provisions. It will be understood distinctly by the persons who may be allowed to take them that their landing and sale is dependent entirely upon General Canby's permission, unless I should receive such permission beforehand. I conceive that it is probable that distress may occur unless some such arrangement is made.

Hoping to hear from you soon in the Gulf City, I remain, your obedient servant,

S. A. HURLBUT,
Major-General, Commanding.

Lieutenant-Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

List of vessels belonging to the West Gulf Squadron, April 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Albatross.....	7	Screw.....	Actg. Vol. Lieut. T. B. Du Bois...	Mobile Bay.
Althea.....	1	Screw.....	Actg. Ensign F. A. G. Bacon....	Do.
Anderson, W. G.....	8	Bark.....	Actg. Master H. Tibbits.....	Pensacola Bay.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden....	Coast of Texas.
Arkansas.....	5	Screw.....	Actg. Vol. Lieut. D. Cate.....	New Orleans.
Aroostook.....	7	Screw.....	Lieut. Commander J. S. Skerrett.	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard.....	Pensacola Bay.
Bienville.....	10	Paddle wheel.	Commander J. R. M. Mullany....	New Orleans.
Bloomer.....	2	Stern wheel...	Actg. Master's Mate A. Whiting..	East Pass.
Boho.....	2	Brig.....	Actg. Master Wm. M. Stannard....	Mississippi Sound.
Buckthorn.....	2	Screw.....	Actg. Master E. A. Terrell.....	Mobile Bay.
Carrabasset.....	6	Stern wheel...	Actg. Vol. Lieut. Ezra Leonard....	Berwick Bay.
Cayuga.....	7	Stern wheel...	Lieut. Commander H. Wilson....	Coast of Texas.
Charlotte.....	2	Schooner.....	Actg. Master's Mate A. Whiting..	East Pass.
Chickasaw.....	4	Ironclad.....	Lieut. Commander G. H. Perkins..	Mobile Bay.
Chocura.....	4	Screw.....	Lieut. Commander R. Meade, jr..	New Orleans.

List of vessels belonging to the West Gulf Squadron, April 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Cincinnati	11	Ironclad.	Lieut. Commander Geo. Brown.	Mobile Bay.
Cornubia	5	Paddle wheel.	Actg. Vol. Lieut. J. A. Johnstone.	Coast of Texas.
Corypheus	2	Schooner.	Actg. Master and Pilot W. Stewart.	Mobile Bay.
Cowslip	3	Paddle wheel.	Actg. Master W. T. Bacon.	Do.
Dinamore, A.	4	Screw.	Actg. Vol. Lieut. M. B. Crowell.	New Orleans.
Elk	6	Stern wheel.	Actg. Vol. Lieut. N. Kirby.	Mobile Bay.
Estrella	5	Paddle wheel.	Actg. Master G. P. Pomeroy.	New Orleans.
Fearnot	5	Ship.	Actg. Master A. Rich, jr.	Do.
Fort Gaines	4	Stern wheel.	Actg. Master John R. Hamilton.	Lake Pontchartrain.
Fort Jackson	7	Side-wheel.	Captain B. F. Sands.	Off Galveston.
Genesee	8	Side-wheel.	Lieut. Commander John Irwin.	Mobile Bay.
Gertrude	8	Screw.	Actg. Vol. Lieut. B. C. Dean.	Coast of Texas.
Glasgow	2	Paddle wheel.	Actg. Master E. Kemble.	Mobile Bay.
Glide	6	Stern wheel.	Actg. Master L. S. Fickett.	Berwick Bay.
Grand Gulf	11	Screw.	Commander John Downes.	Coast of Texas.
Hollyhock	3	Paddle wheel.	Pilot Benj. Tarbell.	Mississippi River.
Sam Houston	1	Schooner.	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Ida	1	Screw.	Actg. Ensign Franklin Ellms.	Do.
Itasca	4	Screw.	Lieut. Commander N. Green.	Do.
J. C. Kuhn	6	Bark.	Actg. Ensign S. H. Newman.	Pensacola Bay.
J. P. Jackson	6	Paddle wheel.	Lieut. Commander A. R. Yates.	Mississippi Sound.
Jasmine	2	Screw.	Actg. Ensign F. J. Brenton.	Pensacola Bay.
Kanawha	4	Screw.	Lieut. Commander B. B. Taylor.	Coast of Texas.
Katahdin	7	Screw.	Lieut. Commander C. H. Greene.	New Orleans.
Kennebec	5	Screw.	Lieut. Commander Trevett Abbott.	Coast of Texas.
Kickapoo	4	Ironclad.	Lieut. Commander M. P. Jones.	Mobile Bay.
Kineo	6	Screw.	Lieut. Commander John Watters.	New Orleans.
Kittatinny	6	Schooner.	Actg. Ensign N. J. Blasdel.	Mobile Bay.
Lackawanna	14	Screw.	Captain G. F. Emmons.	New Orleans.
Metacomet	10	Paddle wheel.	Commander Peirce Crosby.	Mobile Bay.
Meteor	6	Stern wheel.	Act. Master M. Jordan.	Do.
Milwaukee	4	Ironclad.	Lieut. Commander J. H. Gillis.	Do.
Narcissus	1	Screw.	Repairing.	Pensacola Bay.
New London	5	Screw.	Actg. Vol. Lieut. Wash Godfrey.	Mobile Bay.
Nyanza	6	Stern wheel.	Actg. Vol. Lieut. C. A. Boutelle.	Do.
Octorara	10	Paddle wheel.	Lieut. Commander W. W. Low.	Do.
Oneida	12	Screw.	Commander T. H. Stevens.	Coast of Texas.
Ossago	2	Ironclad.	Lieut. Commander W. M. Gamble.	Mobile Bay.
Ossipee	13	Screw.	Commander Wm. E. LeRoy.	New Orleans.
Owasco	5	Screw.	Actg. Vol. Lieut. Commander Pennington.	Coast of Texas.
Pampero	6	Ship.	Actg. Master O. Colburn.	South West Pass.
Pembina	5	Screw.	Lieut. Commander J. G. Maxwell.	New Orleans.
Penguin	7	Screw.	Actg. Vol. Lieut. J. R. Beers.	Coast of Texas.
Penobscot	4	Screw.	Lieut. Commander A. E. K. Benham.	Do.
Pink	3	Screw.	Actg. Master Sam. Belden.	Mobile Bay.
Pinola	4	Screw.	Lieut. Commander Henry Erben.	Coast of Texas.
Port Royal	10	Paddle wheel.	Lieut. Commander B. Gherardi.	New Orleans.
Pocahontas	6	Screw.	Actg. Master E. E. Pendleton.	Do.
Portsmouth	18	Ship.	Actg. Vol. Lieut. Felix McCurley.	Do.
Potomac	42	Ship.	Commander Alex. Gibson.	Pensacola Bay.
Preston	3	Screw.	Actg. Vol. Lieut. J. R. Wheeler.	Coast of Texas.
Princess Royal	7	Screw.	Commander M. B. Woolsey.	Do.
Quaker City	7	Paddle wheel.	Commander W. F. Spicer.	Do.
Richmond	22	Screw.	Captain T. P. Greene.	Mobile Bay.
Rodolph	6	Stern wheel.	Actg. Master N. M. Dyer.	Do.
Rose	2	Screw.	Actg. Ensign W. D. Maddocks.	New Orleans.
Sciota	4	Screw.	Actg. Vol. Lieut. J. W. Magune.	Mobile Bay.
Sebago	10	Paddle wheel.	Lieut. Commander D. B. Harmony.	Pensacola Bay.
Selma	4	Paddle wheel.	Actg. Master H. M. Pierce.	New Orleans.
Seminole	9	Screw.	Commander A. G. Clary.	Rio Grande.
Stockdale	6	Stern wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Tallahatchie	6	Stern wheel.	Actg. Master T. J. Linnekin.	Do.
Trefoil	3	Screw.	Actg. Master C. C. Wells.	Do.
Tritonia	3	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggins.	Do.
Vincennes	10	Ship.	Actg. Vol. Lieut. Wm. M'Gloin.	Ship Island.
Virginia	7	Screw.	Actg. Vol. Lieut. C. H. Brown.	Coast of Texas.
Winnebago	4	Ironclad.	Lieut. Commander W. A. Kirkland.	Mobile Bay.
Wood, M. A.	3	Schooner.	Actg. Master A. C. Starrett.	Do.

[Telegram.]

NAVY DEPARTMENT, April 6, 1865.

The *Cuyler* will proceed immediately to her station, the West Gulf.

G. WELLES,

Secretary of the Navy.

Commander C. H. B. CALDWELL,

Commanding U. S. S. R. R. *Cuyler*, Hampton Roads, Va.

Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding the necessity of having a collector of customs at Pensacola.

NAVY DEPARTMENT, April 6, 1865.

SIR: I have the honor to submit herewith a dispatch,* No. 25, dated the 19th ultimo, received from Acting Rear-Admiral H. K. Thatcher, commanding the West Gulf Blockading Squadron, together with its several enclosures, relative to permits to land goods at Pensacola and to the necessity of having a collector there. Please return the dispatch and its accompaniments after finishing with them.

Very respectfully, etc.,

G. WELLES,

Secretary of the Navy.

Hon. HUGH McCULLOCH,

Secretary of the Treasury.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, for the firing of salutes in honor of the fall of Selma, Ala., and defeat of General Johnston, C. S. Army.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, April 6, 1865.

The commander in chief has the pleasure of announcing to the squadron present before Mobile the fall of Selma and defeat of General J. E. Johnston in North Carolina.

In honor of these victories over the enemy a salute of 100 guns (unshotted) will be fired at noon this day.

The salute will be fired in the following order:

Name of vessel.	Guns.	Name of vessel.	Guns.
Kickapoo.....	4	Metacomet.....	8
Winnebago.....	4	Itasca.....	5
Chickasaw.....	4	Sciota.....	3
Octorara.....	6	Elk.....	6
Meteor.....	6	Nyanza.....	6
Stockdale.....	6	Tallahatchie.....	6
Glasgow.....	5		

When the last-named vessel has completed her fire, the *Kickapoo* will recommence and the same number of fires will be repeated, in order, by the vessels as far down the list as to include the *Glasgow*.

*See p. 110.

The time for the *Kickapoo* to resume her fire will be marked on board the flagship by hoisting the distinguishing pennant of that vessel.

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Report of Commodore Palmer, U. S. Navy, referring to deficiencies of men in the West Gulf Squadron.

U. S. S. GLASGOW,
Off Mobile, Ala., April 8, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th ultimo, wherein I am informed that Acting Rear-Admiral Thatcher reported to the Department the deficiencies of the men in this squadron on the 1st of this month to be 1,881, and the Department wishes to know why I (who must have been aware of this deficiency) did not report the fact to the Department or to the appropriate bureau.

In reply I enclose copies of two letters addressed to the Chief of Bureau of Equipment on this subject. Admiral Farragut, when he returned home, knew how deficient we were, and I thought would have made our wants known. I had only to conclude that the Government was embarrassed for men, and as I did not care for vessels undergoing long repairs at New Orleans having their complements filled (as a great number would be lost by desertion), I did not again press my necessities, as I was in constant expectations of men arriving.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding First District, West Gulf Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting information obtained from deserters regarding the defenses of Galveston.

No. 54.]

FLAGSHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 10, 1865.

SIR: I have the honor to forward for the information of the Department the substance of intelligence derived from deserters picked up by a boat of the *Cayuga* on the 24th ultimo off the coast of Texas.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. CAYUGA,
Off Galveston, Tex., March 27, 1865.

SIR: The following is about the substance of the information obtained from the seven men picked up by this vessel on the 24th instant:

They are from Colonel [Joseph J.] Cook's heavy artillery regiment, stationed at Virginia Point. They enlisted for one year; most of them have served four years. They were refused their discharge and deserted in a small boat on the night of the 22d instant, coming out of San Luis Pass. There are 7 regiments on Galveston Island, numbering in all about 3,500 men. In addition to these there are 2 companies of artillery stationed at Virginia Point, numbering about 100 men. At South Battery there are 2 guns, 1 30-pounder Parrott and 1 10-inch columbiad. Three wooden quakers are mounted on this fort. At Fort Magruder 5 guns, 1 64-pounder, rifled, 1 10-inch columbiad, and 3 32-pounders. At Bolivar Point 5 guns, 2 9-inch and 3 32-pounders, from the *Harriet Lane*. On Virginia Point 5 guns, 2 9-inch and 3 32-pounders. On Pelican Spit, 5 guns, 1 10-inch columbiad and 4 32-pounders; guns formerly belonging to the *Westfield*. On the bayou that runs along the railroad, commencing south of the bridge near Eagle Grove and running across the island toward the city, they have small fortifications with 4 or 5 32-pounders mounted on them. They think that the number of guns at Galveston has not been diminished, but they have frequently changed their position. All the guns have been newly mounted, the carriages manufactured at the general ordnance depot at Houston. They know nothing definite about the torpedo boats, but have heard that such boats were being built on the San Jacinto River, at Lynchburg. One of the men saw what was shown to him as a torpedo boat lying in the main channel at Galveston. It was shaped like a box, with square corners, and was quite low in the water. He could not tell whether she was plated or not, and did not seem positive that it was a torpedo boat. They have endeavored to remove the torpedoes in the main channel, but have been unable to find all of them. From fear of them blockade runners are obliged to go around Pelican Spit to reach the wharf. Blockade runners furnish plenty of iron. They recovered the most of the machinery from the *Acadia* and the *Will-o'-the-wisp*. They have made three guns out of the shaft of the steamer *Westfield*. There are now three blockade running steamers inside, also one schooner loaded with cotton. It is proposed to establish a line between the Suwanee River, Florida, and Havana. The *Francis*, that ran out from here a short time ago, was to make a trip there after discharging her cargo at Havana. They have no steamers at Galveston fit for rams, the *Bayou City* and others having been made passenger boats of. There are no troops at Houston but the State militia. Troops have been ordered by General Kirby Smith to cross

the Mississippi River, but they refused to go out of Texas or western Louisiana.

These men are all Germans and aliens.

I am, sir, very respectfully, your obedient servant,

HENRY WILSON,
Lieutenant-Commander.

Captain BENJAMIN F. SANDS,
*Commanding Second Division West Gulf Squadron,
off Galveston, Tex.*

By the President of the United States of America—a proclamation.

Whereas for some time past vessels of war of the United States have been refused in certain foreign ports privileges and immunities to which they were entitled by treaty, public law, or the comity of nations, at the same time that vessels of war of the country wherein the said privileges and immunities have been withheld have enjoyed them fully and uninterruptedly in ports of the United States; which condition of things has not always been forcibly resisted by the United States, although, on the other hand, they have not at any time failed to protest against and declare their dissatisfaction with the same. In the view of the United States no condition any longer exists which can be claimed to justify the denial to them by any one of such nations of customary naval rights, as has heretofore been so unnecessarily persisted in:

Now, therefore, I, Abraham Lincoln, President of the United States, do hereby make known that if, after a reasonable time shall have elapsed for intelligence of this proclamation to have reached any foreign country in whose ports the said privileges and immunities shall have been refused as aforesaid, they shall continue to be so refused, then and henceforth the same privileges and immunities shall be refused to the vessels of war of that country in the ports of the United States, and this refusal shall continue until war vessels of the United States shall have been placed upon an entire equality in the foreign ports aforesaid with similar vessels of other countries. The United States, whatever claim or pretense may have existed heretofore, are now, at least, entitled to claim and concede an entire and friendly equality of rights and hospitalities with all maritime nations.

In witness whereof I have hereunto set my hand and have caused the seal of the United States to be affixed.

Done at the city of Washington this eleventh day of April, in the year of our Lord one thousand eight hundred and sixty-five, and of the independence of the United States of America the eighty-ninth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting a request for light-draft vessels to insure efficiency on the Galveston blockade.

No. 55.]

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 11, 1865.

SIR: I have the honor to forward herewith a copy of a communication from Captain B. F. Sands, commanding Third Division, off the coast of Texas, showing the condition of the vessels engaged in blockading duty there and the urgent necessity for fast steamers of light draft.

May I ask the Department's attention to this matter as many of our vessels are now unfit to cruise without docking and others require complete repairs?

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. FORT JACKSON,
Off Galveston, Tex., April 2, 1865.

ADMIRAL: A month's experience on the blockade has shown me the necessity of having light-draft and fast vessels to make it all efficient. Even in broad daylight a runner, hard pressed, chased from seaward by the *Preston*, made for the land to the eastward and ran the gantlet of five vessels sent to head her off, which could not get near enough for accurate firing on account of their draft of water, and succeeded in getting into port, not, however, without receiving considerable damage from some of the many shots fired, the shot holes plainly visible in her side. This vessel which I command, though fast, is of too much draft of water for active service as a blockader near the bar. The gunboats, viz, *Kennebec*, *Pinola*, *Owasco*, *Penobscot*, *Kanawha*, and *Cayuga*, are all so crippled as to be unable to do much [more] than move about; the first four stationed at the several passes. The iron vessels *Princess Royal*, *Antona*, *Virginia*, and *Gertrude* are so foul as to make them little better than 6 or 7 knot vessels; and I have often had the mortification of seeing vessels safely anchored inside the harbor that we could not catch, even if we had seen them going in, for want of efficient vessels for the purpose. Two or three small vessels of the *Wilderness* and *Eolus* class, drawing 6 or 7 feet of water, and fast, as I have previously suggested, would do good service at the bar and alongshore east and west, and render it more dangerous at least to violate the blockade.

The gunboats should be sent North for thorough repair, or they will before long have to be towed there; they could scarcely, in their present condition, make the winter passage on our eastern coast.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain, U. S. Navy, Comdg. Second Division West Gulf Squadron.
Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Squadron, Headquarters, New Orleans.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting cooperation of the Navy in Alabama.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 12, 1865.

Smith's corps starts to-morrow for Montgomery by land. Steele will start in two or three days for the same point by water. Granger, with his corps, will operate on the west. I propose to establish a strong work at or near the mouth of the Tombigbee, to prevent the rebel gunboats from interfering with our operations on the Alabama. We shall need your assistance in these operations. Will you do me the favor to advise me how soon and to what extent you can aid us, as Steele's movements will of course be contingent upon your movements. I shall go over to Mobile to-morrow, and shall be very happy to have you accompany me, if it is convenient for you to do so. I will remain at Blakely until after Smith's corps gets underway. A salute of 100 guns, in honor of the victories in Virginia and our successes here, will be fired to-morrow at Spanish Fort, Blakely, and Mobile, at 8 a. m.

Very truly and respectfully,

E. R. S. CANBY,
Major-General, Commanding.

Admiral THATCHER,
Commanding West Gulf Squadron.

[Telegram.]

U. S. FLAGSHIP STOCKDALE, *April 13, 1865.*

They have blown up a tug operating in the Apalachee. Command me always.

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

Letter of acknowledgment from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, in the matter of mortar boats.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., April 14, 1865.

SIR: In the absence of Major-General Canby, I have the honor to acknowledge the receipt of your letter of March 15, relating to the five mortar boats, and to express to you the general's thanks for your very prompt response to his request for the same.

I have the honor to be, admiral, your obedient servant,

C. H. DYER,
Captain and Assistant Adjutant-General.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting tabular statement regarding the vessels of the West Gulf Squadron.

No. 63.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: I have the honor to enclose to the Department, in tabular form, the names, number of guns, class, commanding officers, and the stations of the vessels of the West Gulf Squadron on the 15th instant.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

Vessels of the West Gulf Squadron, April 15, 1865.

Names.	Guns.	Class.	Commanding officer.	Present duty or station.
Albatross.....	7	Screw.....	Actg. Vol. Lieut. Commander T. B. Du Bois.	Mobile Bay.
Althea.....	1	do.....	Actg. Ensign F. A. G. Bacon...	Mobile Bay; sunk in Blakely River by a torpedo.
W. G. Anderson....	8	Bark.....	Actg. Master H. Tibbits.....	Mobile Bay.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden...	Coast of Texas.
Arkansas.....	5	do.....	Actg. Vol. Lieut. David Cate...	New Orleans.
Aroostook.....	7	do.....	Lieut. Commander J. S. Skerrett.	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard...	Pensacola Bay.
Bienville.....	10	Paddle wheel.	Commander J. R. M. Mullany...	Gone north.
Bloomer.....	2	Stern wheel.	Actg. Master's Mate A. Whiting.	East Pass.
Bohio.....	1	Brig.....	Actg. Master Wm. M. Stannard.	Pensacola Bay.
Buckthorn.....	2	Screw.....	Actg. Master E. A. Terrell...	Mobile Bay.
Carrabassett.....	6	Stern wheel.	Actg. Vol. Lieut. Ezra Leonard.	Berwick Bay.
Cayuga.....	7	do.....	Lieut. Commander H. Wilson...	Coast of Texas.
Charlotte.....	2	Schooner...	Actg. Master's Mate A. Whiting.	East Pass.
Chickasaw.....	4	Ironclad....	Lieut. Commander G. H. Perkins	Off Mobile city.
Chocura.....	4	Screw.....	Lieut. Commander R. Meade, jr.	New Orleans.
Cincinnati.....	11	Ironclad....	Lieut. Commander Geo. Brown...	Mobile Bay.
Cornubia.....	5	Paddle wheel.	Actg. Vol. Lieut. J. A. Johnstone	Coast of Texas.
Corypheus.....	4	Schooner....	Actg. Master and Pilot Wm. Stewart.	Mobile Bay.
Cowslip.....	3	Paddle wheel.	Actg. Master W. T. Bacon.....	Do.
A. Dinsmore.....	4	Screw.....	Actg. Vol. Lieut. M. B. Crowell.	Supply vessel between New Orleans and Texas.
Elk.....	6	Stern wheel..	Actg. Vol. Lieut. N. Kirby.....	Mobile Bay.
Estrella.....	5	Paddle wheel.	Actg. Master G. F. Pomeroy....	New Orleans.
Fearnot.....	5	Ship.....	Actg. Master Abraham Rich....	Do.
Fort Gaines.....	5	Stern wheel..	Actg. Master John R. Hamilton.	Lake Pontchartrain.
Fort Jackson.....	7	Side-wheel...	Captain B. F. Sands.....	Off Galveston, Tex.
Genesee.....	8	do.....	Lieut. Commander John Irwin.	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Vol. Lieut. B. C. Dean...	Coast of Texas.
Glasgow.....	2	Paddle wheel.	Actg. Master E. Kemble.....	Mobile Bay.
Glide.....	6	Stern wheel..	Actg. Master L. S. Fickett....	Berwick Bay.
Grand Gulf.....	11	Screw.....	Commander John Downes.....	Coast of Texas.
Hollyhock.....	3	Paddle wheel.	Pilot Benj. Tarbell.....	Mississippi River.
Sam Houston.....	1	Schooner....	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Ida.....	1	Screw.....	Actg. Ensign F. Ellms.....	Sunk by a torpedo, Mobile Bay.
J. P. Jackson.....	6	Paddle wheel.	Lieut. Commander A. R. Yates...	Mississippi Sound.
Jasmine.....	2	Screw.....	Actg. Ensign F. J. Brenton....	Pensacola Bay.
Kanawha.....	4	do.....	Lieut. Commander B. B. Taylor.	Coast of Texas.
Katabdin.....	7	do.....	Lieut. Commander C. H. Greene.	New Orleans.
Kennebec.....	5	Screw.....	Lieut. Commander T. Abbot...	Coast of Texas.
Kickapoo.....	4	Ironclad....	Lieut. Commander M. P. Jones.	Off Mobile city.
Kineo.....	6	Screw.....	Lieut. Commander John Watters	Gone north.
Kittatinny.....	6	Schooner....	Actg. Ensign N. J. Blasdell...	Mobile Bay.
J. C. Kuhn.....	6	Bark.....	Actg. Master's Mate G. F. Wilkins.	Pensacola Bay.
Lackawanna.....	14	Screw.....	Captain Geo. F. Emmons.....	New Orleans.
Metacomet.....	10	Paddle wheel.	Commander P. Crosby.....	Mobile Bay.
Meteor.....	6	Stern wheel..	Actg. Master M. Jordan.....	Do.

Vessels of the West Gulf Squadron, April 15, 1865—Continued.

Names.	Guns.	Class.	Commanding officer.	Present duty or station.
Milwaukee.....	4	Ironclad.....	Lieut. Commander J. H. Gillis...	Destroyed by a torpedo in Blakely River.
Narcissus.....	1	Screw.....	Repairing.....	Pensacola Bay.
New London.....	5	do.....	Actg. Vol. Lieut. Washington Godfrey.	Mobile Bay.
Nyanza.....	6	Stern wheel.....	Actg. Vol. Lieut. C. A. Boutelle.	Do.
Octorara.....	10	Paddle wheel.....	Lieut. Commander W. W. Low.	Off Mobile city.
Oneida.....	12	Screw.....	Commander T. H. Stevens.	Coast of Texas.
Osage.....	2	Ironclad.....	Lieut. Commander W. M. Gamble.	Sunk by a torpedo in Blakely River.
Ossipee.....	13	Screw.....	Commander Wm. E. Le Roy.	New Orleans.
Owasco.....	5	do.....	Actg. Vol. Lieut. L. W. Pennington.	Coast of Texas.
Pampero.....	6	Ship.....	Actg. Master Oliver Colburn.	South West Pass.
Pembina.....	5	Screw.....	Lieut. Commander J. G. Maxwell.	New Orleans.
Penguin.....	7	do.....	Actg. Vol. Lieut. Jas. R. Beers.	Coast of Texas.
Pink.....	3	do.....	Actg. Master Saml. Belden.	Mobile Bay.
Pinola.....	4	do.....	Lieut. Commander Henry Erben.	Coast of Texas.
Pocahontas.....	6	do.....	Actg. Master E. E. Pendleton.	New Orleans.
Fort Royal.....	10	Paddle wheel.....	Lieut. Commander B. Gherardi.	Do.
Fortsmouth.....	18	Ship.....	Commander L. C. Sartori.	Do.
Fortomac.....	42	do.....	Commander A. Gibson.	Pensacola Bay.
Freston.....	3	do.....	Actg. Vol. Lieut. J. R. Wheeler.	Coast of Texas.
Princess Royal.....	7	Screw.....	Commander M. B. Woolsey.	Do.
Quaker City.....	7	Paddle wheel.....	Commander W. F. Spicer.	Do.
Richmond.....	22	Screw.....	Captain Theo. F. Greene.	Mobile Bay.
Rodolph.....	6	Stern wheel.....	Actg. Master N. M. Dyer.	Sunk by a torpedo in Blakely River.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks.	New Orleans.
Sciota.....	4	do.....	Actg. Vol. Lieut. J. W. Magune.	Sunk by a torpedo.
Sebago.....	10	Paddle wheel.....	Lieut. Commander D. B. Harmony.	Off Mobile.
Selma.....	4	do.....	Actg. Vol. Lieut. Felix McCurley.	New Orleans.
Seminole.....	9	Screw.....	Commander A. G. Clary.	Rio Grande.
Stockdale.....	6	Stern wheel.....	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Tallahatchie.....	6	do.....	Actg. Master T. J. Linnekin.	Do.
Trefoll.....	3	Screw.....	Actg. Master C. C. Wells.	Do.
Tritonia.....	3	Paddle wheel.....	Actg. Vol. Lieut. Geo. Wiggin.	Do.
Vincennes.....	10	Ship.....	Actg. Vol. Lieut. Wm. M'Gloin.	Ship Island.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown.	Coast of Texas.
Winnebago.....	4	Ironclad.....	Lieut. Commander W. A. Kirkland.	Off Mobile city.
M. A. Wood.....	3	Schooner.....	Actg. Master A. C. Starrett.	Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding vacancies in the squadron.

No. 66.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: In consequence of the loss of the *Milwaukee*, *Osage*, *Rodolph*, *Sciota*, and the tugs *Ida* and *Althea*, thereby releasing their crews for distribution among the other vessels of the squadron, there exist vacancies for 450 men less than were called for in my dispatch No. 18, dated March the 12th.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting reports of officers commanding vessels destroyed by torpedoes.

No. 67.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 16, 1865.

SIR: I have previously reported to the Department the loss of the gunboat *Sciota*, the tug *Ida*, and a launch of the *Cincinnati* by torpedoes.

I forward herewith copies (marked Nos. 1, 2, and 3) of the reports of the commanding officers of those vessels, giving the details.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure No. 1.]

U. S. S. SCIOTA,
Off Mobile, Ala., April 14, 1865.

ADMIRAL: I have the painful duty to respectfully report the sinking of the U. S. S. *Sciota*, under my command, by a rebel torpedo, and the loss of 4 men and wounding of 6 others.

In obedience to orders from Fleet Captain E. Simpson, I had finished coaling the barge from the brig *American Union*, and had delivered to the *Itasca*, *Sebago*, and *Genesee* the working parties belonging to the aforesaid vessels, and was proceeding toward the eastern shore on an E. S. E. course for the purpose of delivering 10 men of the working party to the U. S. S. *Elk*, when I ran against a torpedo which was below the surface of the water, exploding it, causing the vessel to sink immediately nearly decks to the water.

The explosion was terrible, breaking the beams of the spar deck, tearing open the waterways, ripping off starboard forechannels, and breaking fore-topmast.

I have examined the decks and waterways immediately over the place where the explosion took place, and in my opinion the damage is not so extensive as to prevent raising her. I have also questioned those of the crew who were on the berth deck at the time of the explosion, and their evidence in regard to the effect upon the berth deck by the explosion leads me to think that it struck the vessel below the line of the berth deck and under and abreast of the forerigging, at the first bow cant or round of the bow. Since the sinking of the vessel I have recovered three of the bodies of the missing men. I must thank the captain of the *Cowslip* for his prompt assistance in removing the wounded from this vessel.

I have the honor to be, respectfully, your obedient servant,

J. W. MAGUNE, U. S. Navy,
Volunteer Lieutenant, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

April 15, 1865.—Since writing this report I have recovered the body of another man belonging to the U. S. S. *Elk*.

Respectfully, your obedient servant,

J. W. MAGUNE, U. S. Navy.

[Enclosure No. 2.]

MOBILE BAY, *April 15, 1865.*

SIR: On the morning of April 13, 1865, the U. S. S. *Ida*, under my command, proceeded from the flagship *Stockdale* under orders to report to Lieutenant-Commander John Irwin and place the steamer under his orders. After reaching the *Cincinnati* and reporting, I was ordered to proceed to the U. S. S. *Genesee*, lying about 2 miles below the obstructions. When about two-thirds of the way down the steamer struck a torpedo on her starboard side, crushing in her timbers, bursting her boilers, and tearing up her decks. She filled in a few moments in 10 feet of water, where she now lies, directly in mid-channel. Every possible assistance was rendered by the vessels in sight to save life and property. The guns have been taken off and a portion of the engine has been removed.

The casualties are as follows:

Philip Williams, landsman, drowned; Thomas Burns, first-class fireman, missing; Sanford Curran, acting third assistant engineer, leg broken in two places; John O'Locklan, first-class fireman, wounded in the head slightly; Abraham Burrell, ship's cook, scalded on the left arm.

Very respectfully, your obedient servant,

F. ELLMS,
Acting Ensign, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

[Enclosure No. 3.]

U. S. IRONCLAD CINCINNATI, ———, 1865.

SIR: I deeply regret to have to report blowing up of the launch of this vessel by a torpedo yesterday afternoon.

By this sad accident three lives were lost. Their names are as follows:

Acting Master's Mate Leon De Wolf, Captain of Forecastle C. H. Howard, Ordinary Seaman John Drion.

The launch had caught a torpedo and had weighed it to within about 2 feet of the surface of the water, when the mooring parted and the strain on the drag rope brought the torpedo against the stern of the boat, exploding it.

I am, sir, respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report of fleet surgeon regarding the casualties from torpedoes.

No. 76.]

U. S. FLAGSHIP GLASGOW,
Off New Orleans, La., April 25, 1865.

SIR: I forward herewith (marked No. 1) a full report from the fleet surgeon, J. C. Palmer, of the killed and wounded of the *Osage*, *Rodolph*, *Ida*, and *Sciota*, vessels destroyed by torpedoes.

Also the report (marked No. 2) of the commanding officer of the *Althea*, giving the details of the loss of that tug, with the names of the killed and wounded on board of her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure No. 1.]

U. S. HOSPITAL SHIP TALLAHATCHIE,
Mobile, Ala., April 19, 1865.

SIR: I have to report, from the best sources within my reach, the following killed and wounded aboard vessels lately destroyed by torpedoes:

Killed.

Osage.—Nicholas Heydenger, ordinary seaman; Lewis De Wall, master at arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman.

Rodolph.—Theodore Texada, landsman; Jule Baltour, first-class boy (colored); Michael Driscoll, landsman; Johnson Smith, landsman (colored).

Ida.—Philip Williams, landsman (colored); Thomas Burns, first-class fireman; Sanford Curran, acting third assistant engineer.

Sciota.—John W. Bayard, boatswain's mate; J. S. Robinson, captain forecandle; Jeremiah Horrigan, coxswain; Jacob Brown, boatswain's mate; George Creighton, landsman (attached to *Elk*).

Severely wounded.

Osage.—William Hartly, ordinary seaman; William G. Boyson, boatswain's mate.

Rodolph.—Eli Robertson, landsman (colored); William Strother, coal heaver (colored); Moses Payne, second-class boy (colored); Sewell Chicquoine, second-class fireman (colored).

Sciota.—William Prudewell, sailmaker's mate.

Slightly wounded.

Osage.—John Tonan, seaman; John H. Thompson, landsman; Edward McLane, first-class fireman; Charles Couburn, landsman; Peter Harley, seaman; Michael McGuire, ordinary seaman; Joseph Barker, seaman; David H. Larkins, ordinary seaman; William G. Fisher, ordinary seaman.

Rodolph.—John Wilson, captain hold; Daniel Kelley, landsman; James H. Miller, landsman; George McDonald, landsman; Anderson

Wilkins, first-class boy (colored); Henry Rounds, first-class boy; John S. Adams, ship's painter.

Ida.—Abraham Burrell, ship's cook (colored); John McLaughlin (rate unknown).

Sciota.—John Price, landsman; Maurice O'Brien, surgeon's steward (since dead); James O'Brien, quartermaster; Alonzo Stevens, coxswain; William Carson, landsman.

I have not been able to obtain any account of the killed and wounded aboard the *Althea*, nor of those in the *Cincinnati's* boat.

Very respectfully,

JAS. C. PALMER,
Fleet Surgeon.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron.

[Enclosure No. 2.]

HOSPITAL ROSS,
Mobile, April 19, 1865.

SIR: I have the honor to report the loss of the U. S. S. *Althea*.

On the 12th ultimo I was ordered by Captain Low to drag the channel with a chain attached to spars laid across the stern; Pilot J. Dinton was ordered on board to instruct me where to go. I proceeded to drag, and when abreast of Battery Huger, the chain getting afoul of an old wreck, I tried to pull it out and failed, and as it was found impossible to clear the chain I ordered it to be slipped. After this was done I attempted to return to the *Octorara*, but the vessel ran afoul of a torpedo, which exploded near the after part of the pilot house, a little to the starboard; the vessel sunk immediately in 10 or 12 feet of water, and I regret to state that 2 men were killed, 2 others badly wounded, and that I am badly injured in the left leg and foot.

Killed.—G. D. Andrews, first-class boy (colored); J. Glen, landsman (colored).

Wounded.—Acting Ensign F. A. G. Bacon; John Griswold, ordinary seaman; Patrick Manning, first-class fireman.

I am, sir, very respectfully,

F. A. G. BACON,
Acting Ensign, late Commanding U. S. S. Althea.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile, Ala.

Proceedings of a commission appointed to examine wharves, docks, ship-yards, foundries, and workshops in and about Mobile, for the purpose of assigning them according to the necessities of each branch of the service.

HEADQUARTERS ARMY AND DIVISION OF WEST MISSISSIPPI,
Mobile, Ala., April 20, 1865.

WEST GULF SQUADRON, U. S. FLAGSHIP STOCKDALE,
Off Mobile, Ala., April 20, 1865.

A joint commission, to consist of Brigadier-General J. Bailey, U. S. Volunteers, on the part of the Army, and Commander Peirce Crosby, U. S. Navy, commanding U. S. S. *Metacomet*, on the part of the Navy, will proceed at once to examine the wharves, docks,

shipyards, foundries, and workshops in and about Mobile for the purpose of designating and assigning them in proportion to the necessities of each branch of the service. The commission will also designate and assign such steam and other vessels as may be suitable or needed by the Army or Navy, designating preferably for the army river steamers and vessels suited for the navigation of still waters, and for the Navy the heavier class of vessels. The action of the commission will not be regarded as determining any question of private interest or of prize that may be involved in the property included in this order.

E. R. S. CANBY,

Major-General, Commanding Military Division of West Mississippi.

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

The commission met, in pursuance of the above order, on the 21st instant and made the examination in accordance with its instructions, but have been unable to agree fully in assigning the wharves and vessels to each branch of the service, and I beg leave to submit the following: I propose that the grounds and buildings above and near the commencement of Connecticut street, known as Hitchcock's press, and used by the rebels as their navy yard, together with the wharves in front of the same; also the two slips and wharves at the foot of St. Anthony street and the wharf on the other side of the river and below Dauphin street, to be appropriated for the use of the Navy. All the docks and wharves below, between, and above the points designated on either side of the river to be appropriated for the use of the Army. The floating dry dock and marine railway, together with the sawmills and workshops appertaining thereto, be assigned jointly for the use of the Army and Navy, the preference to be given to either branch of the service according to the exigencies of the service, but to be placed in the charge and care of the Army. The six floats or camels for raising and carrying vessels over shoals, which belonged to and were used by the rebel Government, be turned over to the Navy for the joint use of the Army and Navy, according to their necessities, and to be taken care of by the latter. The machine shop, known as Ollis & Toulmin, to be taken for naval purposes, and those of Skate & Co., and Park, Lyons & Co., for the Army. The steamers *Coquette*, *Virginia*, *Margaret*, *Flirt*, *R. B. Taney*, two schooners, and barges and flatboats to be appropriated for army purposes, with the exception of the three flatboats marked 1, 2, and 3, which are required for naval use. The steamer *Julia* and steam tug *Gunnison*, the heavier class of vessels, to be taken for naval purposes, provided it does not conflict with the arrangements previously made by General Canby with parties claiming said vessels.

Very respectfully, your obedient servant,

PEIRCE CROSBY,

Commander, Commanding U. S. S. Metacomet.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

Approved:

H. K. THATCHER,
Acting Rear-Admiral.

Approved:

ED. R. S. CANBY,
Major-General, Commanding.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the assignment of certain vessels to convoy duty, in cooperation with Major-General Steele.

No. 72.]

FLAGSHIP STOCKDALE,
Off *Mobile City*, April 21, 1865.

SIR: I have the honor to inform the Department that I have dispatched the gunboat *Sebago*, Lieutenant-Commander Harmony, the ironclad steamer *Cincinnati*, Lieutenant-Commander Brown, with the tinclads *Tallahatchie* and *Elk*, to convoy a force of 13,000 men, under Major-General Steele, to Selma and Montgomery. The gunboat *Octorara*, Lieutenant-Commander Low, and monitor *Winnebago*, Lieutenant-Commander Kirkland, remain near the junction of Tombigbee and Alabama rivers for the purpose of covering an army force who are fortifying at a point above the junction to prevent the navigation or passage of those steamers by the enemy. The two vessels last named will return here after having executed this duty.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Capture of cotton by the U. S. steamers Cornubia and Gertrude, April 20, 1865.

Report of Captain Sands, U. S. Navy, transmitting reports of commanding officers.

U. S. S. FORT JACKSON,
Off *Galveston, Tex.*, April 21, 1865.

ADMIRAL: I have to report that a steamer, in attempting to run out from Galveston on the night of the 19th, got aground on the bar, endeavoring to elude the vessels stationed there. She succeeded in getting off by throwing over some 200 bales of cotton, about 140 bales of which were recovered by the *Cornubia* and *Gertrude* in the morning (89 by the former and 50 by the latter), which will be sent in as soon as possible for adjudication.

The steamer was seen next under Fort Point and returned to the city. The bar was very rough and the night hazy.

I have the honor to be, very respectfully, your obedient servant,

B. F. SANDS,
Captain, U. S. Navy, Comdg. Third Div. West Gulf Squadron.

The steamer that [we] tried and failed to get was the *Denbigh*, and lost 200 bales in the attempt.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Squadron, Hdqrs., New Orleans.

Report of Acting Volunteer Lieutenant Dean, U. S. Navy, commanding U. S. S. Gertrude.

U. S. S. GERTRUDE,
Off Galveston Bar, Texas, April 21, 1865.

SIR: I have the honor to report that on the morning of the 20th instant, whilst at anchor off Bolivar Channel, at 6 a. m., discovered a number of bales of cotton that had been thrown overboard from a blockade runner which had got aground on the bar the night preceding while attempting to run out, and finding he was closely watched and would undoubtedly have been destroyed, he threw overboard said cotton and succeeded in getting off safe and ran back to the town.

We picked up 50 bales, which I shall send to New Orleans by the first supply vessel for adjudication, as per order of senior officer, Capt. Benjamin F. Sands, Commanding Third Division West Gulf Squadron.

Hoping this may meet your approval, sir, I remain,
Your obedient servant,

BENJ. C. DEAN,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Johnstone, U. S. Navy, commanding U. S. S. Cornubia.

U. S. S. CORNUBIA,
Off Galveston, Tex., April 22, 1865.

SIR: I hereby respectfully inform the Department that on the 20th instant, off Galveston Bar, this ship, under my command, picked up 89 bales of cotton, part of the cargo of a blockade runner that got ashore on the bar the night previous in attempting to come out.

The cotton will be sent to New Orleans for adjudication by the earliest opportunity.

Enclosed is a list of the officers and crew attached to this ship and borne upon her books at the time the cotton was picked up.

Very respectfully, your obedient servant,

JOHN A. JOHNSTONE,
Acting Volunteer Lieutenant.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Johnstone, U. S. Navy, commanding U. S. S. Cornubia, regarding the capture of the schooner Chaos, with a cargo of cotton.

U. S. S. CORNUBIA,
Off Galveston, Tex., April 22, 1865.

SIR: I have the honor to report the capture of the English schooner *Chaos*, with a cargo of 170 bales of cotton, by this ship, under my command, about 10 p. m. on the 21st instant, while attempting to run the blockade from the port of Galveston.

The U. S. S. *Fort Jackson* came up and spoke us a few minutes after the capture was made.

As the schooner was brought to within 3 miles of the bar, I have no doubt that other blockading vessels were within signal distance at the time, but I do not know how many, or their names.

The vessel will be sent to New Orleans for adjudication with all the necessary witnesses and documents.

Enclosed is a list of the officers and crew attached to this ship and borne on her books at the time of the capture.

Very respectfully, your obedient servant,

JOHN A. JOHNSTONE,
Acting Volunteer Lieutenant.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the U. S. prize commissioner at New Orleans of the receipt of schooner Chaos and captured cotton.

U. S. PRIZE COMMISSIONER'S OFFICE,
Custom-house, New Orleans, May 12, 1865.

SIR: As prize commissioner of the U. S. district court, eastern district of Louisiana, I have the honor to report the arrival of the prize schooner *Chaos*, of 63 tons burden, with a cargo of 170 bales of cotton, captured on 21st day of April, 1865, by the U. S. S. *Cornubia*, John A. Johnstone, U. S. Navy, commanding, off Galveston Bar, coast of Texas.

Also of 89 bales of cotton picked up at sea by the said steamer *Cornubia*, on the 20th April, 1865.

Also 50 bales of cotton picked up at sea by the U. S. S. *Gertrude*, B. C. Dean, U. S. Navy, commanding, on the 20th April, 1865.

Very respectfully, your obedient servant,

U. S. Prize Commissioner.

Hon. GIDEON WELLES,
Secretary of the Navy.

General order of Acting Rear-Admiral Thatcher, U. S. Navy.

GENERAL ORDER }
No. 8. }

U. S. FLAGSHIP GLASGOW,
New Orleans, La., April 22, 1865.

In token of respect to the late Abraham Lincoln, President of the United States, all officers of the West Gulf Squadron will wear crape on the left arm for a period of six months from this date.

Each vessel will fire a salute of half-hour guns, commencing at sunrise and ending at sunset, in commemoration of the sad event.

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival of the U. S. S. Bienville.

NAVY DEPARTMENT, April 25, 1865.

SIR: The *Bienville*, which is probably the fastest steamer in the Gulf, has arrived at Philadelphia under orders from yourself. As she requires no repairs but coppering, the Department presumes you do not require her services, and she will be retained North.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blkdg. Squadron, New Orleans, La.

Order of Commodore Palmer, U. S. Navy, to Commander Crosby, U. S. Navy, to proceed to anchorage off Dog River Bar.

U. S. FLAGSHIP STOCKDALE,
Off City of Mobile, April 27, 1865.

SIR: You will, on the receipt of this order, return with the vessels under your command to the anchorage off Dog River Bar.

Very respectfully,

J. S. PALMER,
Commodore, Commanding First Division.

Commander PEIRCE CROSBY,
U. S. S. Metacomet, Mobile Bay.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, enjoining vigilance to prevent the escape of the leaders of the Confederacy.

NAVY DEPARTMENT, April 28, 1865.

SIR: Lieutenant-General Grant telegraphs to the War Department, under date of the 26th instant, from Raleigh, N. C., that Jeff Davis, with his cabinet, passed into South Carolina with the intention, no doubt, of getting out of the country, either via Cuba or across the Mississippi. All the vigilance and available means at your command should be brought to bear to prevent the escape of those leaders of the rebellion.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blkdg. Squadron, New Orleans.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, forwarding information regarding the movements of the C. S. ram Stonewall.

NAVY DEPARTMENT, April 28, 1865.

SIR: Information has been received from the U. S. consul at Tene-riffe to the effect that the rebel ram *Stonewall* left that place, where she obtained a supply of coal, April 1, at 6 p. m., and steamed away

rapidly to the south. Her destination is believed to be some point on our coast, and every precaution should be taken by you to guard against surprise and to prevent her inflicting serious injury should she make her appearance anywhere within the limits of your command, and the best means in your power used to capture or destroy her.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding Confederate vessels in the Tombigbee River blockaded by vessels of his command.

No. 83.]

U. S. FLAGSHIP GLASGOW,
Off New Orleans, April 28, 1865.

SIR: I have the honor to inform the Department that three of the vessels of the Mobile detachment of this squadron—the gunboat *Octorara*, Lieutenant-Commander Low; the *Sebago*, Lieutenant-Commander Harmony, and the monitor *Winnebago*, Lieutenant-Commander Kirkland—are now in the river Tombigbee, blockading the rebel ironclad *Nashville* and gunboat *Morgan*, with some blockade runners, which have been armed by the rebels and recently used by them as picket boats; but as they declined an action before the sinking of the *Tuscaloosa* and *Huntsville*, and when their fleet was concentrated and entire and we were weakened by the loss of two monitors, I fear that they will destroy their remaining vessels in preference to a trial of strength with us.

The last reliable information from these rebel vessels is, that they have passed up the Tombigbee above Demopolis, and they must soon fall into our hands or destroy themselves.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, announcing the arrival of that vessel at Philadelphia for repairs.

U. S. S. BIENVILLE,
Off Navy Yard, Philadelphia, April 13, 1865.

SIR: I have the honor to report the arrival of this ship under my command at this port from New Orleans via Mobile Bay and Pensacola, having left the latter port on the 6th instant.

I have brought the *Bienville* to Philadelphia, in obedience to orders received from Acting Rear-Admiral H. K. Thatcher, commanding West Gulf Blockading Squadron, for the purpose of having her docked and her bottom calked and recoppered.

The hull of the ship needs only slight repairs, so far as I can ascertain.

The engine and boilers are believed to be in good condition.

I would respectfully recommend to the Department the propriety of reducing the present battery of this ship, as I consider it too heavy for her frame in bad weather.

As the only repairs of importance required are those upon the ship's bottom, it will not therefore be necessary to remove any of her stores or to break up her present organization in case the Department proposes sending her to sea again.

As the terms of service of nearly all the present crew have expired, a new crew will be required to replace them, and can be received on board at once, or immediately after the ship is floated off the dock.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Ossipee, regarding the impaired condition of that vessel.

U. S. STEAM SLOOP OSSIPEE,
Off New Orleans, La., April 13, 1865.

ADMIRAL: It being reported you purposed ordering this ship on a cruise, I am induced to address you upon the subject, believing you are not fully informed as to her condition.

This ship has now been over three years in the water. The copper put upon her was so inferior in quality that before leaving Portsmouth (I am informed) it was necessary to replace one or two of the upper strakes with new copper. Over a year ago she is reported to have struck heavily off Velasco, and divers who examined her some months since report considerable copper off the bottom amidships and about the bows. They also brought up a small piece of wood badly honey-combed, also a worm in the wood, showing those animals were busy working upon her. Since the fight in Mobile Bay the ship, when in clear water, has averaged a leak of about 18 inches during a watch of four hours. When the survey was held upon the hull a short time since, the carpenter, Mr. Burcham, told me he considered the ship to some extent unseaworthy, a number of her knees, etc., starting. The last few months, when at sea, especially on my last cruise, we have been compelled to stop frequently to correct trouble with our engine, principally the after crank-pin brasses, the crank pin being badly cracked, also the Kingston outboard blow valve being gone. The fresh-water condenser is nearly used up, having had to plug up some 500 tubes already, and the boiler tubes have lately commenced giving out.

Generally, the ship is giving evidence of requiring extensive overhauling. Owing to foul bottom, etc., we can not get more than seven or eight knots out of her under the most favorable circumstances, and to do our best it requires at least one-fourth more coal. During our

last cruise all our starboard maintopmast rigging came down by the run, breaking off at the eyes.

Respectfully submitted.

WM. E. LEROY,
Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron, Mobile Bay.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the transfer of certain vessels from the Mississippi Squadron.

NAVY DEPARTMENT, April 14, 1865.

SIR: Referring to your dispatch of the 22d ultimo, I have to inform you that Rear-Admiral Porter has been instructed to send to the West Gulf Squadron the tugs *Bignonia* and *Clematis* and the steamer *Fort Donelson*.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the surrender of Mobile by the civil authorities.

U. S. FLAGSHIP STOCKDALE, April 13, 1865.

I suppose you to have been fully informed by General Granger of our movements here yesterday, and of the bloodless surrender of Mobile by the civil authorities. I am now clearing the obstructions in the ship channel to the city on the west side, so that our vessels may be enabled to pass up in safety. Shall place armed vessels in front of the city as soon as practicable. Monitors and *Octorara* preparing to come down the Tensas.

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY.

Escape of C. S. ram William H. Webb from Red River, April 23, and her destruction, April 24, 1865.

Report of Acting Rear-Admiral Thatcher, U. S. Navy.

FLAGSHIP GLASGOW,
New Orleans, April 24, 1865.

SIR: I have the honor to inform the Department that the rebel ram *Webb* ran the blockade of the Red River this morning and passed this city at a high rate of speed, but so unexpected was her appearance that she received only two shots through her hull in passing.

As she approached the city she was flying the United States flag at half-mast and was mistaken for an army transport.

The *Hollyhock*, Lieutenant-Commander Gherardi; the *Florida*, Acting Volunteer Lieutenant-Commander Budd; the *Quaker City*, Lieutenant-Commander Spicer, and the *Ossipee*, Commander Le Roy, were dispatched in pursuit of the ram, the *Hollyhock* far ahead, and when about 25 miles below the city she encountered the *Richmond*, Captain Theo. P. Greene, coming up. The ram then headed into the left bank of the river, ran on shore, and was set on fire by her commander, who proved to be Edward G. Reed [Charles W. Read], formerly of the U. S. Navy.

Her crew consisted of about 45 men, and her cargo was cotton, rosin, and turpentine, so that she soon blew up, the crew escaping to the swamps, except three, two of whom were captured and are prisoners; the third was destroyed with the vessel.

Her armament consisted of 3 guns.

The whole party will probably be captured by troops who will forthwith be dispatched in pursuit of them.

As the ram passed the city she had a torpedo suspended from a spar from her bows.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

The following is just received, 8:30 a. m.:

U. S. S. OUACHITA,
Donaldsonville, La., April 24, 1865.

SIR: This morning about 4 a steamer passed here, supposed to be an army towboat. I since learn it was the *W. H. Webb*, the rebel ram. Will you please telegraph to New Orleans.

Yours, etc.,

W. E. FITZHUGH.

Colonel W. O. FISKE,

Commanding U. S. Forces, Donaldsonville.

W. O. FISKE,

Colonel, Commanding Post.

Brigadier-General SHERMAN,

Headquarters Southern Division, New Orleans, La.

Order of Brigadier-General Sherman, U. S. Army, to Colonel Mudgett, U. S. Army, regarding the movements of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

A telegraphic dispatch has been received at these headquarters from the commanding officer of the U. S. gunboat *Ouachita*, to the effect that the rebel ram *Webb* is coming down the river. You will look out for her and destroy her.

By order of Brigadier-General Sherman:

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.
 [Colonel WILLIAM S. MUDGETT],
Commanding Officer District of Carrollton, [La.].

(Copies to commanding officers district of Bonnet Carré and Fort Banks.)

[Telegram.]

DEPARTMENT OF THE GULF,
New Orleans, April 24, 1865.

(Received by Colonel Fiske between 9:30 and 10 a. m.)

Where does the gunboat *Ouachita* lie? Answer immediately. If you think there is any truth with regard to the ram, cooperate with the gunboat and make ready to destroy her.

By command of Brigadier-General Sherman:

WICKHAM HOFFMAN,
Assistant Adjutant-General.

COMMANDING OFFICER, *Donaldsonville.*

Webb supposed to have passed New Orleans about 1 p. m.

[Telegram.]

DONALDSONVILLE, *April 24, 1865.*
 (Received 11 a. m.)

The *Ouachita* has been lying at this point. She is now on her way down the river. Have everything ready in the fort in case the ram returns up the river. The telegraph operator reports that the line on the opposite side of the river is cut below, and no communication above.

W. O. FISKE,
Colonel, Commanding Post.

Major WICKHAM HOFFMAN,
Assistant Adjutant-General, Southern Division of Louisiana.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

The rebel ram *Webb* was met by our gunboats about 24 miles below this city. She ran ashore and was blown up.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

COMMANDING OFFICER,
Donaldsonville.

(Copies to commanding officers Camp Parapet, Bonnet Carré, and Fort Jackson.)

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, April 24, 1865.

Information is received that a rebel ram passed Donaldsonville. If the report has foundation it must be their intention to run the mouth of the river. You will be in readiness for any movement of that kind if it should occur.

N. P. BANKS,
Major-General, Commanding.

[Major A. J. FITZWATER, U. S. Army],
Commanding Officer Forts St. Philip and Jackson.

Letter from Brigadier-General Sherman, U. S. Army, to Admiral Thatcher, U. S. Navy, referring to lack of guns bearing upon the river.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 24, 1865.

The telegram from Donaldsonville received this morning seems partially confirmed by the subsequent one carrying intelligence that the telegraph wire was cut at Orange Grove (short distance below Donaldsonville) by a boat's crew from a gunboat this morning. There may be some probability, therefore, that the enemy have planned a method of destroying our shipping or of getting their gunboat to the sea. I feel it my duty to inform you that we have no guns at any point bearing upon the river except at Forts Jackson and St. Philip, they having all been removed last spring in obedience to orders from Washington.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Admiral THATCHER, or
 Commanding Officer U. S. Naval Forces, New Orleans.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Banks, U. S. Army, regarding the preparation of guns for immediate service.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., April 24, 1865.

SIR: In reply to your letter of 12:20 p. m. this day I have the honor to inform you that I have ordered Captain George F. Emmons, senior naval officer afloat here, to prepare every available gun in the fleet now here for immediate service and to bring them to bear on that point of the river by which a vessel coming down the river can reach this port. I have none but wooden vessels here and such as come to port for repairs, except the steam sloop *Richmond*, Captain [T. P.] Greene, now bound up river from Mobile Bay, with a battery of twenty-two X-inch guns. I am glad to learn that the batteries in the Southern Division of Louisiana have been ordered to be placed

in position to bear on the river and the naval force now in this port will do their best to cooperate with them.

I am, sir, very respectfully, your obedient servant,
H. K. THATCHER,
Acting Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf, New Orleans.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

Brigadier-General Sherman directs me to inform you that it is reported that a rebel ram is coming down the river and that she passed Donaldsonville this morning at 4 o'clock. It may be that she will try to run into the Gulf. Be prepared, therefore, to sink her with your 15-inch guns and 100-pounder Parrotts. The general desires that you will make the whole of your armament as useful as possible. Acknowledge receipt.

P. J. MALONEY,
*First Lieutenant, Aid-de-Camp, and
Acting Assistant Adjutant-General.*

COMMANDING OFFICER FORTS JACKSON AND SAINT PHILIP,
Fort Saint Philip, La.

Order of Major-General Banks, U. S. Army, to the commanding officer at Forts Jackson and St. Philip.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, April 24, 1865.

Have you received any orders about preparing for the rebel steamer said to be coming down the river with the intention of escaping to the Gulf? Report at once your preparations.

By command of Major-General Banks:

J. SCHUYLER CROSBY,
*Brevet Lieutenant-Colonel,
Acting Assistant Adjutant-General.*

Major ANDREW J. FITZWATER, U. S. Army,
Commanding Officer Forts Jackson and Saint Philip, La.

[Telegram.]

BONNET CARRÉ, *April 24, 1865.*
(Received 4:10 p. m.)

The rebel ram *Webb* passed here about 9 a. m. She cut our wires about thirteen miles above.

CHAS. EVERETT, *Colonel.*

Lieutenant MALONEY,
Acting Assistant Adjutant-General.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

The rebel ram has passed the parapet with the Union flag at half-mast. Be prepared for her. Acknowledge receipt.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.
 COMMANDING OFFICER FORTS JACKSON AND SAINT PHILIP,
Fort Jackson, La.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.
 (Via Quarantine.)

The ram *Webb* is a small vessel, one smokestack, two upright walking beams, and a small foremast. Has cotton on board. Acknowledge receipt.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.
 COMMANDING OFFICER,
Fort Jackson.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

Notify the commanding officer at Forts Jackson and Saint Philip immediately that the rebel ram passed New Orleans at 1 p. m. Send the information by the shortest possible means. Acknowledge receipt.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.
 TELEGRAPH OPERATOR, *Quarantine.*

Order of Brigadier-General Sherman, U. S. Army, to the commanding officer at Ship Island, giving description of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 24, 1865.

SIR: The brigadier-general commanding directs me to notify you that the rebel ram *Webb* passed New Orleans this day at 1 p. m. on her way down the river. The forts at the mouth of the river have been notified, and it is hoped that she may be stopped. She is a small vessel, painted white, one smokestack, two upright engines, and one small foremast.

Respectfully, your obedient servant,

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.
 [Colonel ERNEST W. HOLMSTEDT],
Commanding Officer, Ship Island.

Order of Major-General Canby, U. S. Army, to Brigadier-General Smith, U. S. Army, urging vigilance in Mobile Bay, in view of the possible entrance of the ram.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., April 24, 1865—12:30 p. m.

SIR: The rebel ram *Webb* has just passed down the river. She deceived the gunboats by displaying the Union flag at half-mast. I think she will make for Havana, but have everything in readiness for her if she should attempt to come into Mobile Bay.

E. R. S. CANBY,
Major-General, Commanding.

Brigadier-General T. KILBY SMITH,
Commanding District of South Alabama, Fort Gaines.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the destruction of the ram.

NAVAL HEADQUARTERS, [April 24, 1865].

I have the pleasure of informing you that the ram *Webb*, when about 25 miles below here, at a place called McCall's Point, on the left bank of the river, [was] chased by the *Hollyhock* and headed off by the *Richmond*. She had 250 bales of cotton and a quantity of turpentine and rosin, and was commanded by C. W. Read, formerly of the United States Navy. All escaped to the brush except two, now prisoners of war on board the *Lackawanna*. She had three guns, and was trying to run the blockade. Further particulars will be obtained from the prisoners. A few men of the infantry would soon take every man. Forty-five were on board all told. They ran her up high and dry. At 4:30 she blew up.

I have the honor to be, very respectfully,
H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY.

P. S.—She had three guns and was struck twice by our guns in passing the city [New Orleans]. Meeting the *Richmond* alone caused her destruction.

Report of Colonel Everett, U. S. Army, regarding causes of delay in telegraphic communication.

BONNET CARRÉ, April 24, 1865.

LIEUTENANT: I reported this morning the passing of the *Webb* about 9 a. m. One of our men saw them cut the wires about 13 miles above this point. He reported to Lieutenant Enos, who immediately galloped down and arrived here a few minutes after the *Webb* had passed. You would have been notified immediately, but the operator, L. C. Hebard, had left his post contrary to orders. Diligent search was made. He was finally discovered in a coffee house. The ram had in the meantime landed about 6 miles below and cut the wires. Lieutenant Enos took a fresh horse and started for the city to endeavor to head off the ram. He deserves credit for his energy and perseverance. I sent the operator in an ambulance, with men and

wire, to repair the line. He also took his instrument, with orders to connect and transmit my dispatch. This he failed to do and did not send it forward until he had returned to camp in a partially intoxicated state. The party had to go 12 miles from here to repair another break. This man Hebard is a worthless drunkard. I recommend his immediate discharge. This is not his first offense. I have sent a party up the river with about half a mile of wire to repair the breaks above. About 100 to 150 yards of wire were carried away at each place and many posts cut down. The rebels had our uniforms on and informed the men who saw them cut the wire that New Orleans had been taken by the rebels from Mobile, etc. I should be pleased to receive from you a detailed account of the progress of the *Webb*, as I am not likely to get a true account from the papers. I hope a new operator will be sent here soon, as I am obliged to keep this one under guard in his own office and work him drunk or sober.

Respectfully, your obedient servant,

CHAS. EVERETT,

Colonel, Special Inspector, Bonnet Carré.

Lieutenant MALONEY,

Actg. Assistant Adjt. Gen., Southern Division of Louisiana.

P. S.—I respectfully recommend that a telegraph station may be established at Gaines Landing, about 18 miles above this point.

C. E.

[Endorsement.]

HDQRS. SOUTHERN DIVISION OF LOUISIANA,

April 27, 1865.

Respectfully forwarded to department headquarters in reference to the operator at Bonnet Carré. The telegraphic operations of the 24th, on hearing of the ram *Webb* coming down the river, require, in my opinion, some action to insure prompter telegraphic transmission hereafter.

T. W. SHERMAN,

Brigadier-General, Commanding.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. *Ossipee*, regarding the running ashore of the ram.

U. S. STEAM SLOOP *OSSIPEE*,

New Orleans, La., April 24, 1865.

CAPTAIN: I have the honor to report that, upon notice being given of the rebel ram *Webb* being reported coming down the river, I had the battery of the ship examined and freshly loaded, the pivot guns pivoted on the port side and trained, making a battery of seven guns. A lookout aloft gave notice of the approach of the *Webb*, and immediately after the *Lackawanna* fired and my guns could bear, I fired, three guns not going off. The fires had been started in the meantime, and so soon as I had steam, in obedience to orders, we proceeded down the river in pursuit. Before getting down to English Turn I was informed by returning vessels that the enemy had run the *Webb* ashore and burned her, the *Richmond* from below intercepting her.

One or more shot from this ship, one from the *Lackawanna*, and one from the *Pembina*, it was thought, struck the *Webb* as she passed

down. The *Webb* as she passed flew the American ensign at half-mast, but after passing hauled it down and hoisted the rebel flag. The *Webb* had a torpedo projecting from her bow as she passed.

Respectfully submitted.

WM. E. LE ROY,
Commander, U. S. Navy.

Captain GEO. F. EMMONS, U. S. Navy,
Senior Officer, New Orleans, U. S. S. Lackawanna.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. *Ossipee*, regarding the number of guns fired from that vessel.

U. S. STEAM SLOOP *OSSIPEE*,
Mississippi River, April 24, 1865.

ADMIRAL: I am informed that Lieutenant Johnson reported to you that this ship fired but two guns when the rebel ram *Webb* passed New Orleans. Lieutenant Johnstone should have possessed himself of facts before making a broad assertion that tended to reflect upon a vessel of your squadron. Seven guns, all that could be used on the port side, were brought to bear; four were fired, the remaining three not going off, although all the guns were freshly loaded so soon as it was reported the *Webb* was coming down, and we were in readiness long before, a lookout giving us notice when she bore in sight. It is the impression on board of this ship that one, if not more, of our shot struck, and that one from the *Lackawanna* and one from the *Pembina*. So soon as the ship was ready to move I started down the river, until receiving the intelligence of the destruction of the *Webb*, when I turned about.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron. New Orleans, La.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

The rebel ram *Webb* has just been destroyed about twenty-five miles below New Orleans, her crew taking to the swamps. The general directs that you strengthen your pickets from Battery Bienvenue, so if they make their way through to Lake Borgne you may arrest them. You will also put out additional pickets.

W. D. SMITH,
Lieutenant-Colonel and Acting Assistant Inspector-General.
COMMANDING OFFICER FORT MACOMB.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

CAPTAIN: The rebel ram *Webb* has been destroyed. Her crew has taken to the woods. They may attempt to come into the city through your lines. Extend your pickets to the swamp and capture them if possible.

By order of Brigadier-General Sherman:

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

Captain BICKER,
Seventy-seventh U. S. Colored Infantry.

[Telegram.]

FORT JACKSON, *April 24, 1865.*

Received dispatch saying ram *Webb* was destroyed. Shall I dismiss to quarters?

A. J. FITZWATER,
Major, Commanding.

Major WICKHAM HOFFMAN,
Assistant Adjutant-General.

[Endorsement.]

Received at 8:15, and answer, "Yes."

W. D. SMITH,
Lieutenant-Colonel.

Report of Acting Master Slattery, U. S. Navy, commanding pro tem. U. S. S. *Vindicator*, at mouth of Red River.

U. S. S. VINDICATOR,
Off Red River, April 24, 1865.

SIR: I beg to report that last night, at about 8:45, while this ship was lying on the east side of the Mississippi River and opposite the mouth of Red River, engaged in repairing our boilers, I was informed by the officer of the deck that Pilot Wiley Jones desired to speak with me. He pointed to a line of smoke which appeared to be coming from some distance up Red River toward the Mississippi River. The wind at the time was light from the west. He declared it to be caused by the endeavor on the part of the Confederate ram *Webb* to escape from Red River. Having confidence in his suspicion and judgment, I gave successive orders for the hammocks to be piped up, the chain unshackled and buoyed ready for slipping at a moment's notice, the ship cleared for action, and the gig called away, in which I directed the surgeon and paymaster to go down to your ship, and with my compliments state to you what I had learned, and ask you if I had not better get underway, and stand over to the mouth of the river, so as to be ready to engage the ram should she make her appearance.

The boat had scarcely left my vessel when the U. S. steamer *Manhattan*, which was lying in the mouth of the river, fired what sounded like a small howitzer, and immediately commenced using Coston's signals, the meaning of which my signal officer, Ensign S. O. Lovell, failed to understand. They were equally as unintelligible to me. About this time the staff officers whom I had sent to report to you returned with orders to me to remain at anchor until ordered to move, and notifying me that you would get underway in chase. Our ship remained cleared for action, with the guns' crews at their quarters, and about half past 10 o'clock the U. S. steamer *Gazelle* was seen approaching. Anticipating her mission, our cable was slipped and wheels revolved, and before the *Gazelle* had fairly finished delivering your order for the *Vindicator* to proceed downstream in chase of the *Webb*, this ship was steaming into the channel and received the last of the order as she was about headed downstream. I am thus minute about these matters in order to show you the magnificent discipline existing on board this ship. After getting underway, the charges of the guns that were loaded with grape and canister were withdrawn and reloaded with solid shot. It was suggested by one of the officers, some of whom had congregated on the spar deck, that the *Webb* would doubtless stop to cut the telegraph wires, and for that purpose would run alongside the bank. The officers of divisions, therefore, were ordered to man both sides, and have their crews lie on the deck beside their guns and watch intently out of the portholes. The chief engineer was called on for information as to the amount of steam he was carrying. He reported 70 to 80 pounds, and in reply to my question if he considered that the maximum amount we should carry, replied, "My department is laboring under serious and dangerous conditions; the bottom is almost entirely out of one battery of boilers, and the flue heads of the battery we are running under are leaking, and I therefore believe that I have all the steam such conditions will safely admit of." After some further conversation, I instructed him to keep the gauge at not less than 90 pounds, and that I would be officially responsible for any disastrous results which might occur. Please find his report enclosed. About 2:30 a. m., when almost abreast of Bayou Sara, we met your ship, and, after the usual exchange of night lights, you blew fire whistles for communication. As there were other vessels there, I paid no attention to the signal, but continued on downstream. Again this same signal was given, but this ship still continued on her course. The Coston signal for communication was then made when we rounded to and spoke your ship. In answer to our hail, the question came, "Did you not hear our signals for communication?" I replied, "Yes, sir; but having received your order to chase the *Webb*, I was intent on that business and judged that your signals might have been for the other vessels present, but which were not in the chase, as I was." I was then ordered to proceed on up the river to my anchorage. I asked, "Was it not the *Webb* that passed out of Red River?" The order came again, "Proceed on up the river to your anchorage." I then asked if Commodore Foster was on deck, when a voice replied in very peremptory tones, "Captain Foster orders that you proceed on up the river to your station, sir." At this I could not help uttering the indignant rejoinder, "It would cost you nothing to return a civil answer to my enquiry." I now beg to apologize for my hasty words, but in doing so I must candidly

state that I consider the provocation very great. I am still in ignorance as to what vessel it was that escaped from Red River. If it shall prove to be the *Webb*, this ship's officers and crew will feel very sore.

I have only to state that last night's events showed the temper and discipline existing on this ship. Such was the spirit animating every officer, man, and boy that all seemed to vie with each other in the rapid and intelligent execution of each order. Their action in this respect causes them to feel all the more keenly the snub received from the quarter-deck of your ship.

I am, sir, very respectfully, your obedient servant,

D. P. SLATTERY,

Acting Master, U. S. Navy, Commanding pro tem.

Lieut. Commander JAMES P. FOSTER, U. S. Navy,
Commanding Fourth District Mississippi Squadron.

Detailed report of Allan Pinkerton, of U. S. Special Service.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE PROVOST MARSHAL-GENERAL,
New Orleans, April 25, 1865.

COLONEL: On the 24th instant the rebel ram *Webb* passed New Orleans under rebel colors, and was pursued by the U. S. gunboat *Hollyhock*. About 25 miles below the city, having come in sight of the U. S. gunboat *Richmond*, the *Webb* was set on fire by her officers and then run ashore on the left bank of the Mississippi. The officers and crew then abandoned her, endeavoring to make their escape, fifteen of whom afterward surrendered to the United States authorities as prisoners of war and were brought under guard to your office. I have the honor to report that three of the fifteen, being apparently the most intelligent, viz, George Price, pilot; John C. Osborne, paymaster's steward, and J. C. Hines, hospital steward, were at your request examined by me, and stated that the rebel ram *Webb* left Shreveport, La., on the 7th instant, going down Red River, her destination not being known to any of the crew, all information on this point being carefully withheld from the men. About fifteen days before the departure of the *Webb* from Shreveport, where she had been lying in port for the past two years, her officers were changed, her crew only remaining. At that time Lieutenant-Commanding, C. W. Read, with Lieutenant Wall and Passed Midshipman Scott, took command of the *Webb*, none of the old officers remaining. On the arrival of the *Webb* at Alexandria she loaded with cotton and took on a large supply of fuel, about 200 cords of wood, mostly pine knots. While at Alexandria they first heard of the assassination of President Lincoln, but none of the crew being allowed to go ashore or communicate with the citizens, they had no means of learning how that intelligence was received by the people, nor could they learn the strength of the Confederate forces and fortifications there. No passengers got on at Alexandria, nor were there any passengers on her at any time. Between Shreveport and Alexandria there are two Confederate gunboats, the *Missouri* and the *Merite*, the former of which is clad with T-iron rails,

with an armament of six guns; the latter is a common steamboat, walled up with thick timber. There are also about fifteen transports on Red River in the Confederate Government service and one, the *Twilight*, on the Ouachita River.

On Sunday, 23d instant, at 4:30 a. m., the *Webb* left Alexandria and came down the Red River about 15 miles, where she stopped and took on board the pilot, George Price, who says that he belonged to Captain White's steamboat battalion, stationed at Marksville, La., and had received an order to join the *Webb* at Alexandria, and on his way to Alexandria he met the *Webb* coming down. He signaled to her, and she landed and took him on board; that his services had been engaged with a view to take the *Webb* through Atchafalaya Bayou into Berwick Bay, and from thence into the Gulf, as he was acquainted with these waters, but when he came on board the *Webb* and ascertained that she drew over 10 feet of water he informed the officers that the route was impracticable, and the *Webb* then kept on down the Red River, with her cargo of cotton arranged for defense against attack, her armament being two 12-pounder howitzers aft and one 4-inch rifle forward and a torpedo projecting from the bow, supported by a long pole. In her magazine were three boxes of shells and three 100-pound kegs of powder. Sixty-eight rations were issued to officers and men. Before entering the Mississippi, about 3 miles from the mouth of Red River, a flatboat laden with cotton was captured by the *Webb*, and a small boat with officers and men from a United States gunboat, being near by, made their escape up a bayou. The flatboat and the men on it were held by the *Webb* until dark, when they were turned adrift. This was done in order to prevent the men from crossing over by land and giving information to the United States gunboats. At 8:30 p. m., the *Webb*, carrying the usual signal lights used by the Federal boats, entered the Mississippi, passing the United States gunboats stationed at the mouth of the Red River, and when nearly out of range a shell was fired at the *Webb*, which exploded about 400 yards from her, and she thus passed all the United States gunboats, not having been hailed or molested by any of them. About every 10 or 15 miles the *Webb* sent a party ashore to cut the telegraph wires, and at one time some men from a wood pile approached them, when the officer in command presented a musket and frightened them away. At another time, near the mouth of Red River, when an attempt was made to cut the wires, a party of colored soldiers who happened to be near prevented the design.

About 10 miles above the fortifications of New Orleans the *Webb* hoisted the United States flag at half-mast and raised steam to the highest pressure, so that she was running 25 miles an hour while passing the city, which was about 12 m. (24th instant). The true character of the *Webb* having been made known to the United States gunboats, several shots were fired after her, three of which struck her, the first entering her bow about a foot above the water, deranging the fixtures by which the torpedo was attached to the bow, swinging it around and under the *Webb*, thereby endangering the safety of the boat so that she was stopped and the torpedo cut loose. This did not occupy more than two or three minutes. The second shot passed the chimney, severing one of the chains by which it was supported and wounding a man slightly by a flying link of the severed chain. The

third shot struck a bale of cotton and did but little or no damage. As soon as the first shot was fired at the *Webb* the United States flag was lowered and the rebel flag raised by order of Captain Read. The *Webb* was then followed by a United States gunboat. It was the intention of the officers of the *Webb* to wait until after dark before attempting to pass Forts Jackson and Saint Philip, and it was decided by them that they would turn back and capture the pursuing gunboat, which would occupy their time until dark, but unexpectedly coming in sight of the U. S. sloop of war *Richmond*, the order was given to turn the boat up the river, and after some deliberation the *Webb* was set on fire by the officers and crew and ran ashore. As soon as she was ashore the *Richmond* and the pursuing gunboat commenced firing on her.

After the officers and crew had got safely to the shore, Captain Read advised them to separate, as they would be less liable to capture, and acting upon this suggestion the aforesaid George Price, J. C. Hines, and John C. Osborne, together with twelve others, endeavored to make their escape through the country, but finding it difficult to wade the Louisiana swamps, became disgusted with the enterprise and concluded to surrender themselves prisoners of war to the United States authorities. Lieutenant-Commanding Read is about 25 years of age, 5 feet 7 inches high, sandy complexion, slim build, light hair, sandy whiskers, and no mustache. Lieutenant Wall is about 25 years of age, 5 feet 7 inches high, light complexion, brown hair, clean shaved. Smith, Marsh, and Lewis were engineers; Price and Lewis were pilots; Blanc was master. The first names of those parties were not remembered. J. C. Hines, the hospital steward, states that in one of the Confederate hospitals at Shreveport, where he was stationed, there were 200 patients and that sickness prevailed to a considerable extent in the Confederate Army. The statement of the aforesaid three prisoners harmonized upon all material points, and they further stated that the sentiment of the people, as far as they had observed, in regard to the rebellion was divided, some looking upon the Southern Confederacy as a failure and others expressing a wish to continue the war.

All of which is respectfully submitted by your obedient servant,
ALLAN PINKERTON.

Lieutenant-Colonel W. H. Wood,
Provost-Marshal-General,
Military Div. of West Miss., New Orleans.

Order of Brigadier-General Sherman, U. S. Army, to Assistant Quartermaster Perkins, U. S. Army, regarding measures for the capture of the crew of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 26, 1865.

CAPTAIN: The brigadier-general commanding directs that you instruct the captain of the boat *Colonel Chandler*, hence for Fort Livingston, to be on the lookout for a party of the rebel crew of the ram *Webb*, reported to have passed into the canal on their way to the Gulf, near Fort Livingston. A guard of ten men from the Forty-sixth U. S.

Colored Infantry will be ordered to report to you for duty on the boat this trip. They will be relieved upon their return.

I am, sir, respectfully,

WICKHAM HOFFMAN,

Major and Assistant Adjutant-General.

Captain F. W. PERKINS,

Assistant Quartermaster.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the proposed disposition of prisoners from the ram.

U. S. FLAGSHIP GLASGOW,

New Orleans, La., April 26, 1865.

SIR: In my dispatch of the 24th instant, numbered 78, I had the honor to report to the Department the circumstances attending the running of the Red River blockade by the rebel ram *W. H. Webb*, and of her destruction below this city.

The escaped prisoners were followed up by the navy, and by a detachment of the army stationed near this city, with the following results, viz: On the night of the 24th instant two prisoners were captured near the spot of the destruction of the rebel ram, and on yesterday the following rebel officers surrendered as prisoners of war to Acting Master Bowen Allen, who had been sent to pursue them through the swamps, viz: Charles W. Read (her late captain), Lieutenant W. H. Wall, Master S. P. Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Pilot James West.

I have directed that these officers and two of the crew, captured on the 24th instant, be sent north as prisoners of war (the remainder of the men will be confined on board one of our vessels here, and will be sent north by the first opportunity unless claimed by the army to whom they surrendered) by the U. S. S. *Florida*, now about to sail for New York, and delivered by Acting Volunteer Lieutenant-Commander William Budd, commanding the *Florida*, to the custody of the commandant of the navy yard at that port, or such persons as he shall designate, reporting the same to the Department, together with a correct list and description of her officers.

The crew of this Confederate vessel will undoubtedly all be captured, as those now at large are still believed to be lurking in the swamps, and are closely pursued.

The engines of the *Webb*, as well as her chains, anchors, battery, etc., will be saved in good order, and are apparently but little injured.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Brigadier-General Sherman, U. S. Army, to the commanding officer at Fort Livingston, for the interception of the escaping crew of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 26, 1865.

SIR A party of about ten of the crew of the rebel ram *Webb* has passed into the canal and it is supposed will attempt to escape into the Gulf near Fort Livingston. You will make every effort to intercept and capture them.

I am, sir, respectfully,

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

[Captain ALBERT LORING, U. S. Army],
Commanding Officer, Fort Livingston.

[Telegram.]

FORT JACKSON, *April 26, 1865.*
(Received 9 a. m.)

Dispatch saying crew rebel ram had passed into canal 42 miles below New Orleans received. Have sent to notify Fort Livingston.

A. J. FITZWATER,
Major, Commanding.

Major WICKHAM HOFFMAN,
Assistant Adjutant-General.

Report of Brigadier-General Sherman, U. S. Army, of the arrest of enlisted men belonging to the crew of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 26, 1865.

I have the honor to report the return of Capt. G. W. Curry, Tenth Illinois Cavalry, who was sent with a squadron of cavalry night before last to apprehend the refugees of the ram *Webb*. He has succeeded in arresting 26 of them, who I have ordered to be turned over to the commissary of prisoners, they being all, as he informs me, enlisted men. He has been directed to send a written report with the descriptions of the men.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

ASSISTANT ADJUTANT-GENERAL,
Department of the Gulf.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Acting Volunteer Lieutenant-Commander Budd, U. S. Navy, commanding U. S. S. Florida, for the transportation to New York of officers of the ram.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal street, New Orleans, April 26, 1865.

SIR: You will receive on board of the U. S. S. *Florida*, under your command, the following rebel officers, recently of the Confederate ram *W. H. Webb*, destroyed by fire below the city, and deliver them as prisoners of war to the custody of the commandant of the navy yard, New York, or to such persons as he may designate.

You will take such measures for their safe keeping as your prudence may suggest, forwarding to the Honorable Secretary of the Navy, on your arrival, a correct list and description of these prisoners, together with a copy of this order.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Acting Volunteer Lieut. Commander WM. BUDD, U. S. Navy,
Commanding U. S. S. Florida, New Orleans.

[Enclosure.]

Descriptive list of prisoners, officers of the late C. S. ram W. H. Webb, April 25, 1865.

Name.	Rank.	Where born.	State of which a citizen.	Age.
Charles W. Read.....	First lieut., commanding...	Miss.....	Miss.....	24
William H. Wall.....	First lieutenant.....	Va.....	do.....	26
S. P. Blanc.....	Master.....	La.....	La.....	20
W. J. Addison.....	Assistant surgeon.....	D. C.....	Md.....	26
H. H. Scott.....	Passed midshipman.....	Va.....	Cal.....	21
James West.....	Pilot.....	Tenn.....	La.....	46
Charles Preston.....	Fireman.....	Mo.....	Mo.....	23
Henry Heine.....	Wardroom boy.....	New Orleans..	La.....	15

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding Mississippi Squadron, transmitting reports of commanding officers of blockading vessels.

MISSISSIPPI SQUADRON, FLAGSHIP TEMPEST,
Mouth of Red River, May 6, 1865.

SIR: The *Webb*, a small rebel vessel, carrying two or three guns, 217 bales of cotton, and 50 barrels of rosin or turpentine, ran out of Red River on the night of the 23d of April, and without doing any damage on the way other than cutting some of the telegraph wires, continued down the river until intercepted by the *Richmond* the next afternoon, 25 miles below New Orleans, when she was run ashore and destroyed by those on board. She was fired at as she came out of Red River by the *Manhattan*. The *Lafayette* pursued her to Bayou Sara, and the *Ouachita* followed her from Donaldsonville to the place of her destruction, passing New Orleans two hours after the *Webb*. The *Vindicator* was undergoing repairs to her boilers at Red River, and had she been in order the *Webb* would not have escaped so far. There was a partial chase by other vessels which it was not desirable for them to continue, as they were thereby led off from their beats where they were watching for Jeff. Davis, his cabinet, and plunder.

The darkness of the night, the great speed of the *Webb*, and the swift current favored her escape at the mouth of Red River, where she was seen but for a few minutes. The numerous transports and trading steamboats constantly passing on this river, many of the latter operating up the tributaries (there are at this time fourteen of them up the Yazoo with cotton permits), favored her escape and prevented her timely recognition by some of the gunboats of the two lower divisions, in which there are but few vessels, as they are not needed on that part of the river, owing to the number of army posts and pickets below Baton Rouge.

Lieutenant-Commander Lull, finding that the river telegraph line had been cut below Baton Rouge, sent a gunboat to Donaldsonville with a telegram to the authorities at New Orleans announcing the escape of the *Webb*, which, with another telegram to the same purport from Lieutenant-Commander Fitzhugh, was sent by the inland telegraph line to New Orleans, and an answer received before 10 a. m. the 24th. Ample notice was thus given of her approach and the *Webb* was fired on by the men-of-war at New Orleans as she passed.

I enclose copies of the following reports, etc., in relation to this affair, namely, (1) April 25, Lieutenant-Commander Fitzhugh; (2) April 28, Lieutenant-Commander Grafton, enclosing reports from Lieutenant-Commander Lull, Acting Volunteer Lieutenants Ely and Wells, and Acting Master Adams (A. B. C. D.); (3) May 4, Lieutenant-Commander Foster; (4) April 24, Lieutenant-Commander Fitzhugh* to Colonel Fiske; (5) Colonel Fiske's telegram* to General Sherman at New Orleans, and (6) General Sherman's reply,† all dated April 24.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

[Enclosures.]

U. S. S. OUACHITA,

Donaldsonville, La., April 25, 1865.

SIR: I have to inform you that yesterday morning, just before daylight, a white army tug was reported coming down the river, and some time after the through packet *Fashion*. On boarding the latter the officer learned that the rebel ram *Webb* had come out of Red River and passed down. From the manner in which the information was communicated the officer supposed the *Webb* had surrendered and was on her way to New Orleans under guard. When it was reported to me that the steamer first mentioned was the *Webb*, I supposed it was a river boat of that name. On learning to the contrary, I sent a dispatch to Colonel W. O. Fiske, commanding this post, informing him of what had occurred and requesting him to telegraph immediately to the authorities at New Orleans, which he did, using the inland line by way of Thibodeaux, and receiving an answer before 10 a. m.

This vessel was lying at the bank repairing her guard at the time and I was necessarily somewhat delayed in getting underway, which

* See p. 142.

† See p. 143.

I proceeded to do, feeling certain that if the *Webb* were in rebel hands she could not pass New Orleans, and would probably not make the attempt before night. Shortly after getting underway I was notified that the *Webb* had landed a party and cut the telegraph line in one or more places, claiming to be a Federal vessel, and carrying the United States flag at half-mast.

Arriving at New Orleans, I was stopped by the senior naval officer present, who authorized me to proceed down after the *Webb*, which was two hours in advance. About 15 miles below the city I learned that the *Webb* had been blown up, but kept on, and presently saw the *Webb* in flames and nearly destroyed. I then returned to this point.

The *Alexandria* was lying this side of College Point, and the *Argosy* at Bonnet Carré, 40 miles below, but neither of them suspected the character of the *Webb* till some time after she had passed.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,

*Lieutenant-Commander, U. S. Navy,
Commanding First District Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

U. S. S. MANHATTAN,
Off Red River, April 28, 1865.

SIR: I arrived at this vessel on the evening of the 25th instant. Enclosed I forward the report of Lieutenant-Commander Lull regarding the running of the blockade by the rebel steamer *Webb*, out of Red River. Reliable information has been received that the *Webb* was run on shore and destroyed about 25 miles below New Orleans.

Respectfully, your obedient servant,

EDW. C. GRAFTON,

*Lieutenant-Commander, Commanding Third District
Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

[Subenclosures.]

U. S. S. TENNESSEE,
Off Mouth Red River, April 28, 1865.

SIR: The accompanying reports of Acting Volunteer Lieutenant R. B. Ely, temporarily commanding the U. S. S. *Manhattan*, and of Acting Master C. W. Adams, executive officer of this vessel, in regard to the escape of the rebel ram *Webb* from Red River on the night of the 23d instant, are respectfully forwarded.

I was temporarily absent with the tug *Dahlia*, having gone to Morganza, and failing there, to Baton Rouge, for the purpose of sending a telegraphic message to General Hurlbut for the purpose of expediting the departure of dispatches from General Grant to the rebel general, E. Kirby Smith, which dispatches were to be sent by a rebel flag-of-truce boat, then lying at this point, or, rather,

permission was to be obtained by her for the officer in charge of the dispatches to proceed to Shreveport with them. I reached Baton Rouge at about 1.30 a. m. of Monday, proceeded at once to the telegraph office, but the operator was unable to get a response from the other end. I went to a hotel to await an answer, and in about one hour afterwards the commanding officer of the tug *Hyacinth*, stationed at Bayou Sara, came down and reported to me that a suspicious vessel had passed Bayou Sara, followed some distance behind by the gunboat *Fort Hindman*. The suspicious vessel had carried ordinary lights and had not attracted attention until the arrival of the *Fort Hindman* in chase, when the commanding officer of the *Choctaw* concluded the chase was the *Webb*. She had passed very rapidly, so much so that the *Choctaw*, lying at that point, deemed pursuit entirely useless, and the *Fort Hindman* was so far behind that she also gave up the chase. On receiving this report I immediately repaired on board the U. S. S. *General Price*, and there learned that a vessel bearing the description of the *Webb* had passed down, showing an ordinary transport's lights, but having no suspicions of what she was the officer of the deck had not reported her to the commanding officer.

While I was still on board the *General Price*, an army transport arrived with a dispatch from Lieutenant-Commander Foster, stating that the *Webb* was supposed to have escaped. I proceeded with the army officer who bore the message to the headquarters of the commanding general, and from there to the telegraph officer to get the message to New Orleans and intermediate points, if possible; found that no communication could be had, and concluded, as afterwards proved to be true, that the wires had been cut. Acting Volunteer Lieutenant Wells, of the *General Price*, then proposed to start with his vessel to send the messages from the first point where communication could be had, and also to overtake the *Webb*, in case she had stopped at any point below, which I approved, and he started at once.

I enclose a letter received from him, showing how he executed his mission.

I believe that it was owing to his dispatch, sent in a roundabout way from Donaldsonville to New Orleans, that the vessels at that point were apprised of the approach of the *Webb*. After dispatching the *General Price*, I returned to this point as soon as possible, fearing that the rebel ironclad *Missouri* might also have come out of Red River.

The *Webb* is well known to have been capable of enormous speed for short distances, probably as great as 25 miles an hour downstream, or even more, and I conclude from the reports of those who saw her passing various points that she, in every case where she had a dangerous point to pass, ran her steam up to a high pressure for the spurt.

I am, very respectfully, your obedient servant,

EDWD. P. LULL,

Lieutenant-Commander, Comdg. pro tem
3d Div. Mississippi Squadron.

Lieutenant-Commander EDWD. C. GRAFTON,
Commanding Third District Mississippi Squadron.

U. S. MONITOR MANHATTAN,
Off Red River, April 26, 1865.

SIR: I have to report that on the evening of the 23d instant, this vessel being anchored about one-fourth of a mile below the mouth of Red River and near the western bank of the Mississippi, at 8:45 a dense cloud of black smoke was discovered by the officer of the deck (Acting Ensign C. H. Sinclair) coming out of the mouth of Red River. This officer at once beat to quarters. In one minute from the time the gong was first struck the crew were at their quarters, the port chain slipped, hatches closed, shackle off the starboard chain, and the ship ready for action. The smoke was now seen to be that of a vessel coming out of Red River and within 500 yards of this vessel, off the starboard bow, and going full speed down the river. I fired the howitzer to bring her to, and at once ordered the XV-inch guns to be trained at the strange vessel, the guns at the time being trained on the port beam. The turret was immediately revolved, and No. 1 gun was fired, as soon as it could be brought to bear, at the stranger, then only distinguishable in the darkness by the black smoke off our starboard quarter. I am not able to state whether this shot took effect or not.

Knowing that it would be useless to follow so swift a vessel with the *Manhattan* and believing that the rebel ironclad *Missouri* would soon follow the strange vessel, which I believed to be the *Webb*, I thought it advisable to remain at the mouth of Red River in readiness to attack her.

As soon as the XV-inch gun had been fired, I made, by Coston signals, General Signal No. 570, "Strange vessel in sight, positively an enemy." I received answer from the *Lafayette* No. 4 "Act on your discretion," and immediately afterwards No. 83 "Are you in want of assistance?" I answered, No. 75, "Yes."

I then threw up one rocket to alarm the vessels below, and in a few minutes afterwards I fired two more in quick succession. In the meantime the U. S. S. *Gazelle*, which vessel had been lying off Hog Point, La.,* had got underway and was coming alongside. As soon as she was within hail, I told her commanding officer that the *Webb* had run down the river and ordered him to report the fact at once to Captain Foster, and say to him that I awaited his further orders. As soon as the *Gazelle* had made her report, the U. S. steamers *Lafayette*, *Vindicator*, and *Lexington* got underway and stood down the river. The U. S. steamers *Gazelle*, *Samson*, and *Champion* were ordered by Captain Foster to anchor near me, and I was ordered to remain where I was and look out for the *Missouri*.

Having ordered all the vessels to be ready for instant action, at 11 p. m. I beat the retreat, keeping our watch at their quarters for the remainder of the night. Nothing further, however, of importance occurred.

I am, most respectfully, your obedient servant,

ROBERT B. ELY,

Acting Volunteer Lieutenant, Commanding *Manhattan pro tem*.

Lieutenant-Commander E. P. LULL,
Commanding Third District, Mississippi Squadron.

*About 2 miles below mouth of Red River.

U. S. S. GENERAL PRICE,
Off Bayou Sara, Miss. [La.], April 26, 1865.

SIR: I have the honor to inform you that the *Webb* cut all the wires on the east side of the river above New Orleans. I sent your dispatches from Donaldsonville by the way of Thibodeaux. Ascertaining by telegraph that the *Webb* had not passed [New] Orleans, I kept on after Captain Fitzhugh, who was down river. Twenty miles above [New] Orleans I met the *Argosy*, bound up, Captain Morong, commanding; that ship informed me that the squadron at [New] Orleans had fired into the *Webb* as she passed, but she went by. Twenty-five miles below [New] Orleans she met the sloop of war *Richmond*, ready to receive her, and after receiving one broadside from that ship, the captain of the *Webb* ran her into the bank and blew her up, all the crew escaping except three, who were captured. I send this, together with a telegraphic dispatch, by the tug from this place, which leaves in a few minutes.

I remain, sir, very respectfully, your obedient servant,

W. R. WELLS,
Acting Volunteer Lieutenant, Commanding.

EDWARD P. LULL,
*Lieutenant Commander, U. S. Navy,
 Commanding Third Division.*

U. S. IRONCLAD TENNESSEE,
Off Mouth of Red River, April 29, 1865.

SIR: I have the honor to make the following report:

During your temporary absence in the tug *Dahlia* on Sunday, April 23, at 8:50 p. m., it was reported to me from the officer of the deck, Acting Ensign Andrew A. Ward, that there was black smoke at the mouth of Red River. I immediately went on deck and distinguished the smoke as coming from some vessel that was proceeding at great rate down the Mississippi River.

The U. S. monitor *Manhattan*, lying near the mouth of Red River, blew two whistles for the strange vessel to heave to, but not complying, the *Manhattan* fired the howitzer. I immediately went to quarters, finding the stranger did not stop, and gave orders to spread fires and stand by to slip our cables. We were all ready for action inside of two minutes, but as we were lying close to the eastern bank of the river, we could not bring a gun to bear before the stranger was out of our reach. I have every reason to believe the strange vessel was the rebel ram *Webb*, and as we were not equal to the task of overtaking her, I remained at my station, to be in readiness for the rebel ironclad *Missouri*, thinking she might come out. It was impossible for us to discover any steamer through the darkness, as the stranger was close to the western bank of the river, shielded from our sight by the shade of the trees. The course of the stranger could only be followed by the dense column of black smoke as it rose above the trees.

The *Manhattan* fired a XV-inch at the stranger, but it did not have the desired effect. At 9:10 the U. S. steamers *Lafayette* and *Vindi-*

cator passed down the river in chase. The crew slept at their quarters during the night. Nothing else of importance occurred.

I have the honor to be, very respectfully,

CHAS. W. ADAMS,

Acting Master and Executive Officer.

Lieutenant-Commander E. P. LULL,

Commanding Third Division pro tem.

U. S. S. LAFAYETTE,

Off Mouth of Red River, May 4, 1865.

SIR: I regret very much to inform you that on the night of the 23d ultimo the rebel steamer *Webb* came out of the mouth of Red River, passing through the third, second, and first districts of the Mississippi Squadron. When she came out she was running at a speed of 25 or 30 miles an hour. I have no doubt that the boats placed at the mouth of Red River did their duty to the best of their ability.

On discovering the smoke in the mouth of Red River, I immediately ordered every pound of steam that they could carry to be gotten up on the U. S. steamers *Lafayette* and *Lexington*. Both vessels were ready for action in thirty seconds. Immediately on the signal being made I got underway in the *Lafayette* and pursued the *Webb* as far as Bayou Sara, a distance of 40 miles.

On my arrival at Morganza I tried to telegraph to New Orleans, but the wires were out of order and I could not. I immediately proceeded down the river as far as the *Choctaw*, and there learned that Mr. Muncy had sent a dispatch to Baton Rouge by a transport. I also sent a dispatch by tug to Captain Lull, who was at Baton Rouge, telling him to telegraph to New Orleans immediately.

Finding it useless to pursue any farther I returned to my district. I gave orders to the *Tennessee* and *Manhattan* to keep a strict guard on the mouth of Red River to prevent any other vessel attempting to run out.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, U. S. Navy, Comdg. Fourth Dist.

Mississippi River.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

Order of Commodore Palmer, U. S. Navy, to Commander Crosby, U. S. Navy, to guard the channel off Fort Morgan against the entrance of the ram.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, Ala., April 25, 1865.

SIR: The rebel ram *Webb* having run out of Red River and passed the city of New Orleans, it is thought she may possibly make for this bay. You will, therefore, proceed with the vessel under your command to the channel off Fort Morgan, taking with you the *Chickasaw* and *Itasca*. Should, however, the *Chickasaw* not be able to get out,

you will take in her stead the *Genesee*, and cooperate with the fort in her destruction. Instruct the commanding officer of the *Itasca* and, if necessary, the *Genesee* to accompany you.

Very respectfully,

J. S. PALMER,

Commodore, Commanding First Division West Gulf Squadron

Commander PEIRCE CROSBY,

Commanding U. S. S. Metacomet, off Mobile, Ala.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding contract made for the wrecking of the ram.

U. S. NAVAL HEADQUARTERS,

No. 148 Canal Street, New Orleans, La., April 26, 1865.

SIR: I have the honor to inform the Department that I have contracted on behalf of the United States with Mr. Spencer Field, of the diving bell boat company of New Orleans, for the wrecking of the late Confederate steamer *William H. Webb*, the wreck of which is a prizé to the Navy, one-half of the property saved to the Government and the other half to the salvors, all expenses to be paid by the latter.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

STEAMER CITY OF CAIRO,

Cairo, April 29, 1865, 6:30 p. m.

(Received 30th.)

At 9 a. m. on the morning of the 23d instant the rebel ram *Webb* ran out of Red River, passing all our gunboats and ironclads at the mouth; passed down the Mississippi at great speed. Lieutenant-Commander Foster, on gunboat *Lafayette*, started in pursuit, followed by the ram *Vindicator*. The *Webb* came near destroying the steamer *Saratoga*. The object is to destroy all boats south of Red River and then escape to the Gulf. She is very fast, built in New York, and is a seagoing vessel. The telegraph was destroyed below Baton Rouge, so that she would arrive at New Orleans without notification. I left Helena on the morning of 28th. No boat from New Orleans for two days. The *Sultana* was last boat. I will be in St. Louis to-morrow evening.

A. McD. McCook,

Major-General.

Major-General JOHN POPE.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to a board of officers for a survey of premises in New Orleans injured by shots fired at the ram.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., April 27, 1865.

GENTLEMEN: You are hereby appointed a board to survey the premises in the lower part of the city of New Orleans damaged by a 10-inch shot from the *Port Royal* while firing at the rebel ram *Webb* on the 24th instant.

You will make an estimate of the amount to be paid for the damages sustained and report to me in duplicate.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Captain T. P. GREENE, U. S. Navy.

Lieutenant-Commander BANCROFT GHERARDI, U. S. Navy.

Fleet Carpenter GEO. E. BURCHAM, U. S. Navy.

Report of board of officers of a survey of premises in New Orleans injured by shots fired at the ram.

U. S. NAVAL HEADQUARTERS,
New Orleans, May 2, 1865.

SIR: In obedience to the accompanying order we have surveyed the premises therein mentioned and find the house of H. Ecklunand injured by the shot fired at the rebel ram *Webb*, passing through the chimney and roof and out at the opposite end of the building, just under the eaves. Fifty dollars would, in our estimation, repair the damage done. The house of John Garity was injured by the same shot, which entered the house through the roof, carrying away the main beam on which the rafters rest, passing through a partition in the room below, carrying away the tester of a bed, and passing out through the side of the house, throwing down some 6 or 8 feet of wall. One hundred and fifty dollars would, in our estimation, repair the damage done said house.

Very respectfully,

THEO. P. GREENE,
Captain.
BANCROFT GHERARDI,
Lieutenant-Commander.
GEO. E. BURCHAM,
Carpenter, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from the Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding claims for damages from shots fired at the ram.

NAVY DEPARTMENT, *June 2, 1865.*

SIR: The Department has received your letter of the 6th ultimo (No. 99), in relation to the damage done to the property of individuals by shots fired at the rebel steamer *Webb*.

Claims for damages so caused can not be adjudicated and settled, either by the commander of the squadron or the Department, and the claimants must apply to some other tribunal or to Congress.

I am, respectfully, your obedient servant,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, New Orleans.

Order of Captain Greene, U. S. Navy, to Acting Volunteer Lieutenant-Commander Smith, U. S. Navy, for the transportation to Philadelphia prisoners from the ram.

U. S. FLAGSHIP STOCKDALE,

West Gulf Squadron, off Mobile Bay, Ala., May 18, 1865.

SIR: You will receive on board the U. S. S. *Bermuda*, under your command, the following-named prisoners of war from the late rebel ram *Webb*, and convey them to Philadelphia, retaining them on board until you receive orders from the honorable Secretary of the Navy for the disposition to be made of them:

A. B. Dubrock, signal operator; J. W. Billups, master's mate; L. M. Darr [Duer?], signal operator; Benj. S. Lewis, master's mate; Geo. R. Marsh, third assistant engineer; Thos. B. Travers, gunner; Wm. Smith, second assistant engineer; Jos. F. Walters, third assistant engineer; Harry S. Lewis, third assistant engineer; John Lewis, pilot; A. P. Ritchard, carpenter without appointment; J. B. Hunter, second-class fireman.

Very respectfully,

THEO. P. GREENE,

Captain, Commanding Naval Forces, New Orleans.

Acting Volunteer Lieutenant-Commander J. W. SMITH,

Commanding U. S. S. Bermuda.

Abstract log of the U. S. S. *Lackawanna*, Captain George F. Emmons, U. S. Navy, commanding.

April 24, 1865.—Off New Orleans, La. At 9 a. m. received information of a rebel ram coming down the river. Cleared away battery and loaded with solid shot. At 12:30 p. m. rebel ram *William H. Webb* came down the river. Opened on her with solid shot, four of which struck. *Ossipee*, *Pembina*, and *Port Royal* also opened fire on her. *Hollyhock* and *Florida* went in pursuit. At 3:45 p. m. the *Ouachita* (tinclad), of Admiral Lee's fleet, came down the river, reporting the *William H. Webb* having passed, and was

ordered down in chase, though three and one-half hours astern of her. At 7 p. m. *Hollyhock* and *Florida* returned, announcing the burning and destruction of the *William H. Webb*.

April 25.—Sent men aboard *Hollyhock* to wreck the *William H. Webb*. At 8 p. m. *Hollyhock* returned with wrecking party and six prisoners, who were transferred to the *Richmond*.

Abstract log of the U. S. S. *Richmond*, Captain Theodore P. Greene, U. S. Navy, commanding.

April 22, 1865.—In Mobile Bay and to sea.

April 23.—Crossed the bar at South West Pass and stood up the Mississippi River and anchored above Quarantine.

April 24.—Anchored to repair engine at 12:30 p. m. At 2 p. m. a suspicious looking side-wheel steamer, with no colors, came in sight around a point on our starboard bow. Seeing this vessel, stranger, put back behind the point and fired three guns. Went to general quarters. Strange steamer was then run on shore, set on fire, and abandoned. Proved to be the rebel ram *William H. Webb*. Steamer *Hollyhock* came down the river; spoke us and informed us that the *Webb* ran out of Red River last night, passing through our fleet at the mouth of that river and at New Orleans without injury. At 4:25 p. m. the *Webb* blew up. Picked up 11 bales of floating cotton.

April 25.—8 to midnight: The following officers, belonging to the rebel ram *Webb*, were brought on board from the *Lackawanna*: Lieutenant C. W. Read, commanding ram; Lieutenant W. H. Wall, Master S. P. Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Pilot James West.

April 27.—Sent rebel prisoners to Florida for passage North. *Florida* stood down river.

Abstract log of the U. S. S. *Florida*, Acting Volunteer Lieutenant William Budd, U. S. Navy, commanding.

April 24, 1865.—Off New Orleans, La. At 11:45 flagship signaled for the fleet to be at quarters. At 12 m. a steamer passed down the river and was fired at by the vessels lying upstream. As soon as she passed us she hoisted the rebel colors, and in a few moments was lost to sight around the bend. 2:30 p. m., in obedience to orders from the flagship, slipped port chain and hove up starboard anchor and steamed down the river in chase of the Confederate steamer *William H. Webb*. At 4 p. m. met the U. S. S. *Hollyhock*, who reported the *William H. Webb* run on shore by the U. S. S. *Richmond*. Saw the *Webb* on shore and on fire. Turned around and steamed back toward New Orleans. At 4:30 p. m. saw the rebel steamer *William H. Webb* blow up. At 7:20 arrived at levee, New Orleans.

April 25.—9 p. m. Henry Heine and Charles Preston, prisoners of war, were received from the U. S. S. *Lackawanna*.

April 27.—11 a. m. got underway and steamed down the river.

May 6.—Arrived at New York yard.

May 9.—At 2:30 p. m. sent Lieutenant Commanding Read, Lieutenant Wall, Master Blanc, Surgeon Addison, and Midshipman Scott, officers of the Confederate steamer *William H. Webb* and prisoners of war, to the military authorities.

Report of Lieutenant Read, C. S. Navy, commanding C. S. S. *William H. Webb*.

C. S. S. WEBB,

Alexandria, Red River, April 22, 1865.

SIR: In pursuance of the instructions given me by you, I have reported, together with the officers ordered with me, to Lieutenant Commanding Jonathan H. Carter for duty on this vessel. Accordingly I took command of this ship, relieving Lieutenant Commanding J. L. Phillips on the 31st ultimo. On assuming command I found the vessel totally unprepared for the service upon which I was ordered to take her, without a single gun on board, little or no crew, no fuel, and no small arms, save a few cutlasses, and as the vessel was some eighty miles below Shreveport on her way here, I was obliged to return to the first-named place, where I expected to obtain all my wants from General Kirby Smith, commanding this department. I was not deceived in my hopes of General Smith's assistance, that general immediately issuing orders for every facility to be given me toward the fitting out of the vessel.

From him I procured one 30-pounder Parrott for a bow pivot, and two small iron 12-pounders, that may serve me in bringing to vessels, etc. Carpenters were obtained and hastened in their work, as the rapid fall in this river made me apprehensive of serious impediment to the future execution of my instructions. On returning down the river I filled up every available place in the ship with wood, not finding more than one day's coal, which, together with the wood, will give me fuel for about five days. I have likewise taken on board 190 bales of cotton, which serves as a very efficient shield to the machinery, backed, as it is, by 12 inches of pine bulkhead, entirely surrounding the engine room. The great amount of wood I have been obliged to stow, with the cotton, causes an average draft of $9\frac{1}{2}$ feet—about 2 feet more than when light. This increase in depth immerses the buckets on the wheel so much as to enforce the necessity of lifting much weight in the passage of the buckets from the water up, thus impeding the progress of the vessel a little, which could be gotten over had I the time to shift the buckets a few inches farther up the wheel arms. Accompanying is a roll of the officers and men now on board. I regret the necessity of leaving without Lieutenants Roby and McDermott and Assistant Paymaster Vasser, who have not yet reported, though long since ordered.

I have but two engineers understanding the machinery of the vessel, and two young third assistants whom I can not trust alone in the engine room for some time as yet; the two former will therefore be obliged to remain on watch whilst going out and whilst the double engines are unconnected, it not being advisable to work them connected when there exists a probability for rapid maneuvering.

When going through Mobile I applied to Flag-Officer Farrand for two engineers, there then being several on no important duty, but

that officer showed so little disposition to grant my request that I was obliged to proceed without them, notwithstanding that Mr. Frick, chief engineer of station, informed me that those for whom I had applied could easily be spared. Thus apprised of my condition, you will be enabled to better account for any accident that may result from the step I propose taking to-night, starting from this point down, so as to reach the mouth of the Red in time to commence the downward passage of the Mississippi to-morrow about 8 p. m. Off the mouth of the Red lies the *Tennessee*, *Manhattan* (monitor), and *Lafayette*, ironclads, and one boiler-iron plated gunboat, the *Gazelle*. The distance from the mouth of the Red to the mouth of the Mississippi is about 300 miles, and at regular distances in most of this length there are one or two of the enemy's gunboats. To be the first to notify these of my approach is my chief aim; toward effecting this I have arranged with General Thomas to cut the wires as far down as Plaquemine by 8 p. m. to-morrow. I shall myself cut the wires below that place, and shall take every precaution to prevent the forts (Jackson and St. Philip) from being informed of my movements, as these formidable fortifications will have to be passed in daylight. As I will have to stake everything upon speed and time, I will not attack any vessel in the passage unless I perceive a possibility of her arresting my progress. In this event I am prepared with five torpedoes (100 pounds), one of which I hold shipped on its pole on the bows. The cipher key to my future communications with you has been placed in the hands of Lieutenant Commanding Jonathan Carter, who will forward the same. I must acknowledge the readiness with which Lieutenant Commanding Carter has answered to my applications for assistance.

I am, respectfully, your obedient servant,

C. W. READ,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy.

Captain Carter had in view sometime since the movements which I now propose to make. He had the torpedoes completed, and the lumber to make the necessary bulkheads was being sawed. These preparations were of great assistance to me.

Very respectfully, your obedient servant,

C. W. READ,
Lieutenant, Commanding.

[Enclosure.]

C. S. S. WEBB,
Alexandria, La., April 22, 1865.

A correct list of the officers and men attached to this vessel:

First Lieutenant Charles W. Read, commanding; First Lieutenant W. H. Wall, Master S. P. Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Gunner T. B. Travers; Acting Master's Mates J. W. Billups, B. Lewis; Acting Boatswain George Hale, Second Assistant Engineer William Smith; Third Assistant Engineers George Marsh, H. S. Lewis, Joseph F. Walters; Pilots John Lewis, J. W. West; Signal Operators L. M. Duer[?], A. Dubrock.

Crew.—William Biggio, Q. M.; H. Oliver, Q. M.; J. Kelly, Q. M.; J. C. Osborne, S. Stew.; Charles Rook, W. R. C.; W. Taffe, W. R. S.; John Cox, S. Stew.; M. Hyde, mate; W. J. Turner, fireman; J. C. Hunter, fireman; P. McLaughlin, fireman; J. Brigham, O. S.; S. Sheffield, O. S.; B. Murphy, fireman; J. Berthard, fireman; E. Burnes, C. H.; J. Keith, O. S.; J. S. McDonald, C. H.; W. R. Davis, Lds.; T. C. Rice, Lds.; J. H. Jernigan, Lds.; L. Williams, Lds.; G. W. Rouse, C. H.; Charles Preston, Lds.; J. W. Fletcher, Lds.; N. B. Harper, Lds.; T. J. Thompson, Lds.; L. McQueen, Lds.; A. H. Thurston, Lds.; J. N. Cornelius, C. H.; J. H. Chambers, Lds.; D. A. Morgan, M. at A.; W. A. Hancock, C. H.; J. W. Hall, Lds.; A. Wise, Lds.; M. Davis, Lds.; Thomas Moore, Lds.; G. H. Davis, Lds.; G. B. Haitly, Lds.; A. P. Haynes, S. S.; H. Hines, 1st C. B.; G. A. Walker, Lds.; R. W. Moffitt, Lds.; J. M. Taylor, Lds.; J. P. Anderson, Lds.; B. F. McDaniel, Lds.; N. B. Riggins, Lds.; G. R. McDaniel, Lds.; H. O. Dunham, Lds.; J. S. Stewart, Lds.; E. Richards, C. M.

Report of Lieutenant Carter, C. S. Navy, regarding the departure of the ram from Alexandria, La.

C. S. S. MISSOURI,
Alexandria, La., April 28, 1865.

SIR: I have the honor to state that the C. S. S. *Webb*, commanded by Lieutenant C. W. Read, left this place at 4 a. m. on the 23d instant for the purpose of proceeding to sea via New Orleans. I have since learned that she succeeded in passing New Orleans, but 24 miles below that place she met the U. S. S. *Richmond*. The *Richmond* fired a broadside into the *Webb*, when Lieutenant Read ran the latter vessel into the left bank, set her on fire, and succeeded in escaping, with all of his officers and crew except two of the latter, who were captured by the enemy. The vessel was a total loss. No further information has reached me.

The *Missouri* is still at this place, but as the military authorities manifest a disposition to abandon lower Red River I shall be compelled, perhaps, to move up the river. It is my present intention to select some point above, where the river is narrow, and where the *Missouri* will be much more formidable than she is at this place.

The surrender of General Lee has produced some demoralization in this Department, but I am gratified to state that it is limited to those who are not in the Army.

I am, very respectfully, your obedient servant,

J. H. CARTER,
*Lieutenant, Commanding Naval Defenses,
Western Louisiana.*

Hon. S. R. MALLORY,
Secretary of the Navy.

Executive Order revoking all restrictions on commercial intercourse.

EXECUTIVE CHAMBER,
Washington, April 29, 1865.

Being desirous to relieve all loyal citizens and well-disposed persons residing in insurrectionary States from unnecessary commercial restrictions, and to encourage them to return to peaceful pursuits; it is hereby ordered:

1. That all restrictions upon internal, domestic, and coastwise commercial intercourse be discontinued in such parts of the States of Tennessee, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, and so much of Louisiana as lies east of the Mississippi River, as shall be embraced within the lines of national military occupation, excepting only such restrictions as are imposed by acts of Congress and regulations in pursuance thereof, prescribed by the Secretary of the Treasury, and approved by the President; and excepting, also, from the effect of this order the following articles, contraband of war, to wit:

Arms, ammunition, all articles from which ammunition is manufactured, gray uniforms and cloth, locomotives, cars, railroad iron, and machinery for operating railroads, telegraph wire, insulators, and instruments for operating telegraphic lines.

2. That all existing military and naval orders, in any manner restricting internal, domestic, and coastwise commercial intercourse and trade with or in the localities above named, be, and the same are hereby revoked; and that no military or naval officer, in any manner, interrupt or interfere with the same, or with any boats or other vessels engaged therein, under proper authority, pursuant to the regulations of the Secretary of the Treasury.

ANDREW JOHNSON.

Officially copied, respectfully furnished, by the direction of the President, to the honorable the Secretary of the Navy for his information and guidance.

W. A. BROWNING,
Private Secretary.

EXECUTIVE OFFICE, May 1, 1865.

List of vessels of the West Gulf Squadron, May 1, 1865.

Name.	No. guns.	Class.	Commanding officer.	Present duty or station.
Albatross	6	Screw	Lieut. Comdr. C. S. Norton ..	Coast of Texas.
Althea	1	do	Actg. Ensign F. A. G. Bacon ..	Sunk in Blakely River.
Anderson, W. G.	9	Bark	Actg. Master H. Tibbits	Off Mobile.
Antona	6	Screw	Actg. Vol. Lieut. J. F. Harden ..	Coast of Texas.
Arkansas	5	do	Actg. Vol. Lieut. D. Cate	New Orleans.
Aroostook	7	do	Lieut. Comdr. Jos. S. Skerrett ..	Do.
Arthur	6	Bark	Actg. Master J. E. Stannard ..	Pensacola Bay.
Bloomer	2	Paddle whl.	Actg. Master's Mate A. Whit- ing.	East Pass, Pensacola Bay.
Bobio	1	Brig	Actg. Master W. M. Stannard ..	Pensacola Bay.
Buckthorn	3	Screw	Actg. Ensign F. Ellms	Mobile.
Carrabasset	6	Stern wheel.	Actg. Vol. Lieut. E. Leonard ..	Berwick Bay.
Cayuga	7	Screw	Lieut. Comdr. H. Wilson	Coast of Texas.
Charlotte	2	Schooner ..	Actg. Master's Mate A. Whit- ing.	East Pass, Pensacola Bay.
Chickasaw	4	Ironclad ..	Lieut. Comdr. Geo. H. Perkins ..	Mobile.
Chocura	4	Screw	Lieut. Comdr. R. W. Meade, jr. ..	New Orleans.
Cincinnati	13	Ironclad ..	Lieut. Comdr. Geo. Brown	Alabama River.
Cornubia	5	Paddle whl.	Actg. Vol. Lieut. J. A. John- stone.	Coast of Texas.

List of vessels of the West Gulf Squadron, May 1, 1865—Continued.

Name.	No. guns.	Class.	Commanding officer.	Present duty or station.
Corypheus	3	Schooner ..	Actg. Master and Pilot J. H. Collins.	Off Dog River Bay.
Cowslip	3	Paddle whl.	Actg. Master W. T. Bacon.	New Orleans.
Dinamore, A.	4	Screw	Actg. Vol. Lieut. M. B. Crowell.	Coast of Texas.
Elk	6	Stern wheel.	Actg. Vol. Lieut. N. Kirby.	Selma.
Estrella	5	Paddle whl.	Actg. Master G. P. Pomeroy.	New Orleans.
Fearnot	None	Ship	Actg. Master A. Rich.	Do.
Fort Gaines	4	Stern wheel.	Actg. Master J. R. Hamilton.	Lake Pontchartrain.
Fort Jackson	11	Paddle whl.	Capt. B. F. Sands.	Off Galveston, Tex.
Genesee	8	do	Lieut. Comdr. J. Irwin.	Off Mobile.
Gertrude	8	Screw	Actg. Vol. Lieut. Benj. C. Dean.	Coast of Texas.
Glasgow	2	Paddle whl.	Actg. Master E. Kemble.	New Orleans.
Glide	6	Stern wheel.	Actg. Master L. S. Fickett.	Berwick Bay.
Grand Gulf	11	Screw	Com. J. Downes.	Coast of Texas.
Hollyhock	3	Paddle whl.	Pilot Benj. Tarbell.	New Orleans.
Ida	2	Screw		Sunk off Mobile.
Jasmine	2	do	Actg. Ensign F. J. Brenton.	Pensacola Bay.
J. P. Jackson	6	Paddle whl.	Lieut. Comdr. A. R. Yates.	Mississippi Sound.
Kanawha	4	Screw	Lieut. Comdr. B. B. Taylor.	Coast of Texas.
Katahdin	3	do	Lieut. Comdr. C. H. Greene.	New Orleans.
Kennebec	5	do	Lieut. Comdr. T. Abbot.	Coast of Texas.
Kickapoo	8	Ironclad ..	Lieut. Comdr. M. F. Jones.	Mobile.
Kittatinny	8	Schooner ..	Actg. Ensign N. J. Bladell.	Pensacola Bay.
J. C. Kuhn	6	Bark	Actg. Master G. F. Wilkins.	Do.
Lackawanna	14	Screw	Capt. Geo. F. Emmons.	New Orleans.
Metacomet	10	Paddle whl.	Comdr. P. Crosby.	Off Mobile.
Meteor	6	Stern wheel.	Actg. Vol. Lieut. Comdr. T. B. DuBois.	Blakely River.
Milwaukee	4	Ironclad ..		Sunk in Blakely River.
Narcissus	1	Screw	Actg. Master W. Harcourt.	Pensacola Navy Yard.
New London	5	do	Actg. Vol. Lieut. W. Godfrey.	Coast of Texas.
Nyanza	9	Paddle whl.	Actg. Vol. Lieut. C. A. Boulle.	Selma.
Octorara	10	do	Lieut. Comdr. W. W. Low.	Tombigbee River.
Oneida	12	Screw	Comdr. T. H. Stevens.	Coast of Texas.
Osage	2	Ironclad ..		Sunk in Blakely River.
Ossipee	10	Screw	Comdr. Wm. E. Le Roy.	New Orleans.
Owasco	4	do	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Coast of Texas.
Pampero	6	Ship	Actg. Master Oliver Colburn.	South West Pass, Mississippi River.
Pembina	6	Screw	Lieut. Comdr. J. G. Maxwell.	New Orleans.
Penobscot	4	do	Lieut. Comdr. A. E. K. Benham.	Coast of Texas.
Penguin	7	do	Actg. Vol. Lieut. Jas. R. Beers.	Do.
Pink	3	do	Actg. Master S. Belden.	Off Mobile.
Pinola	4	do	Lieut. Comdr. H. Erben.	Coast of Texas.
Pocahontas	6	do	Lieut. Comdr. R. R. Wallace.	New Orleans.
Port Royal	10	Paddle whl.	Lieut. Comdr. B. Gherardi.	Do.
Portsmouth	21	Sloop	Lieut. Comdr. S. R. Franklin.	Do.
Potomac	42	Frigate	Comdr. A. Gibson.	Pensacola Bay.
Preston	3	Screw	Actg. Vol. Lieut. Jas. R. Wheeler.	Coast of Texas.
Princess Royal	7	do	Comdr. M. B. Woolsey.	Do.
Quaker City	7	Paddle whl.	Comdr. Wm. F. Spicer.	New Orleans.
Richmond	22	Screw	Capt. T. P. Greene.	Do.
Rodolph	6	Stern wheel.		Sunk in Blakely River.
Rose	2	Screw	Actg. Ensign W. D. Maddocks.	Mobile.
Sam Houston	1	Schooner ..	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Sciota	4	Screw	Actg. Vol. Lieut. J. W. Magune.	Sunk off Mobile.
Sebago	9	Paddle whl.	Lieut. Comdr. D. B. Harmony.	Junction of Tombigbee and Alabama rivers.
Selma	4	do	Actg. Vol. Lieut. Felix McCurley.	New Orleans.
Seminole	8	Screw	Comdr. A. G. Clary.	Coast of Texas.
Stockdale	6	Stern wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mobile.
Tallahatchie	6	do	Actg. Master T. J. Linnekin.	Do.
Trefoll	2	Screw	Actg. Master C. C. Wells.	Mobile Bay.
Tritonia	3	Paddle whl.	Actg. Vol. Lieut. Geo. Wiggin.	Off Mobile.
Vincennes	10	Sloop	Actg. Vol. Lieut. Wm. M'Gloin.	Off Ship Island.
Virginia	7	Screw	Actg. Vol. Lieut. C. H. Brown.	Coast of Texas.
Winnebago	4	Ironclad ..	Lieut. Comdr. W. A. Kirkland.	Junction of Tombigbee and Alabama rivers.
Wood, M. A.	3	Schooner ..	Actg. Master A. C. Starrett.	Mobile Bay.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, to proceed to Mobile Bay.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 1, 1865.

SIR: You will proceed with the U. S. S. *Ossipee*, under your command, to Mobile Bay and report your arrival to the commander in chief of the West Gulf Squadron.

Very respectfully,

H. K. THATCHER,
Acting Rear Admiral, Commanding West Gulf Squadron.
Commander WM. E. LE ROY, U. S. Navy,
Commanding U. S. S. Ossipee, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival at Pensacola of the U. S. S. R. R. Cuyler in disabled condition.

No. 84.] WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 2, 1865.

SIR: I have the honor to report to the Department the arrival at Pensacola on the 23d ultimo of the U. S. S. *R. R. Cuyler*, in a completely disabled condition.

I forward herewith (marked Nos. 1 and 2) copies* of the reports of Commander Caldwell and his chief engineer, in order that the Department may perceive what dependence can be placed upon this vessel as an effective cruiser in the West Gulf Squadron.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to acting Rear-Admiral Thatcher, U. S. Navy, regarding the reduction of force in the West Gulf Squadron.

NAVY DEPARTMENT, May 3, 1865.

SIR: Movements in the Southwest indicate that Galveston may be soon surrendered without a conflict, in which case there will be no necessity for maintaining the present large force in the Gulf. The moment that Galveston comes into our possession, whether by surrender or otherwise, you will send home one-half of your squadron, selecting for the purpose those most in need of repairs.

There are doubtless many volunteer officers in the squadron who wish to resign, and many men whose times are nearly up. You will select these, as far as practicable, to bring home the vessels. Of the

* Not necessary to publish.

officers of the regular service, preference might be given to those who have served longest on the station.

You will order all iron vessels (of those to come home) to Philadelphia, most of the others in equal proportions to Philadelphia and New York, but none to any point south of Philadelphia.

The Department directs the discontinuance as soon as possible of the present arrangements for, and system of, repairing vessels at New Orleans.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, commending the conduct of Commodore Palmer upon withdrawal of the latter from the West Gulf Squadron.

No. 91.]

WEST GULF SQUADRON,
U. S. Flagship Stockdale, Mobile, Ala., May 3, 1865.

SIR: The Department was informed by Commodore Palmer, under date of February 10, 1865, that he would avail himself of the permission granted by it to return North after the fall of Mobile, and as he is now about to leave this squadron, I beg leave to say that he has rendered me most efficient and untiring service throughout the attack upon the defenses of the city, which has resulted so favorably to our arms, and I am indebted to him for the admirable manner in which the vessels to be employed for this service were prepared under his supervision previous to my arrival on the station, and I part with him with reluctance and regret.

It was the belief of the enemy that it would be impossible for our monitors and gunboats to cross the Blakely River Bar, owing to the shallowness of the water, but should we succeed in doing so, their hope rested in our entire destruction by the innumerable torpedoes with which they had filled the river, combined with their marsh batteries, and they well knew that our success in overcoming these obstacles would be fatal to them; but by great exertions night and day under fire we succeeded. Commodore Palmer commanded the first division, consisting of the monitors and *Octorara*, and successfully ascended the Blakely with them, coming down the Texas directly in front of the city, the remainder of the gunboats led by the flagship conveying General Granger's command, for the purpose of making a joint attack on flank and front. These movements having been anticipated by the enemy, led to the evacuation, and although Commodore Palmer did not have the satisfaction of bombarding the city, he had placed himself in position to do so effectually, had not the rebels deprived him of the opportunity by flight.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, regarding measures for the protection of citizens of Mississippi.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 3, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of this date, transmitting copy of report of Lieutenant-Commander Yates, commanding U. S. S. *Jackson*, referring mainly to the citizens at Pass Christian, Mississippi City, Handsboro, Biloxi, and East Pascagoula, their apprehension of trouble from deserters, stragglers, and paroled prisoners from the rebel Army, and their desire for protection by the authorities of the United States.

By the enclosed copy of my General Field Orders, No. 30, paragraph 5, you will perceive that East Pascagoula has been embraced in "the present line of occupation," and that persons and goods are, to a certain extent, permitted to pass to and from New Orleans. An overland telegraph line from this place to New Orleans is now being constructed, and as soon as it reaches the localities referred to, an infantry and cavalry force will be sent there, not only for the protection of the line, but to repress or prevent any of the disorders complained of.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, U. S. S. *Stockdale*.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, requesting his presence at the surrender of Lieutenant-General Taylor, C. S. Army.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 3, 1865.

ADMIRAL: I have the honor to state for your information that Lieutenant-General Taylor, commanding the Department of Alabama, Mississippi, and East Louisiana, agrees to surrender his forces upon the same conditions as were given to General Lee's army. The arrangement will probably be consummated to-morrow at Citronelle, where I have agreed to meet General Taylor for the purpose. If not inconsistent with your engagements, I should be pleased to have you accompany me to the place of conference.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron,
U. S. S. *Stockdale*, off Mobile.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, transmitting information regarding yacht Nymph, supposed to be concerned in the escape of Confederate officials.

NAVY DEPARTMENT, May 4, 1865.

SIR: I enclose herewith a copy of a communication, dated the 29th ultimo, received from the deputy collector of customs at Chincoteague Island, John Caulk, esq., relative to the suspicious character of the yacht which has recently sailed from New York, ostensibly for Matamoras, but it is thought may be concerned in a plan for the escape of the insurgent leaders.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding U. S. West Gulf Squadron, New Orleans.

Letter from the Secretary of the Navy to John Caulk, esq., acknowledging information regarding the yacht Nymph.

NAVY DEPARTMENT, May 4, 1865.

SIR: The Department has received your letter of the 29th ultimo, respecting the yacht *Nymph*, which you think is concerned in a movement to assist Jeff. Davis and others to escape, and have sent a copy of it to Acting Rear-Admiral H. K. Thatcher, commanding the West Gulf Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

JOHN CAULK, Esq.,
Deputy Collector, Chincoteague Island.

Surrender of Commodore Farrand, C. S. Navy, commanding the Confederate naval forces in Mobile Bay, May 4, 1865.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, commanding West Gulf Squadron.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, Ala., May 6, 1865.

SIR: I have the honor to inform the Department that on the night of the 4th instant I received written propositions from Commodore Ebenezer Farrand, commanding the Confederate naval forces in these waters, to surrender to me all the rebel naval forces, officers, men, and public property yet afloat under his command and now blockaded by a portion of our naval forces in the Tombigbee River, and desiring a meeting with me to arrange the terms of surrender to the United States. I accordingly met Commodore Farrand at Citronelle, a point about 35 miles above this city, and accepted his proposals on

the same basis and terms granted by Lieutenant-General Grant to Lieutenant-General Lee, by General Sherman to General Johnston, and by Major-General Canby to Lieutenant-General Richard Taylor, the latter surrender having taken place at the same point and time, General Canby being present. Some days will necessarily elapse before all the arrangements can be completed for the reception of the Confederate officers, men, vessels, and property, when further details, with copies of all correspondence and the written agreement and obligations, will be officially made known to the Department.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Commander Simpson, U. S. Navy, to Commodore Farrand, C. S. Navy.

NANNA HUBBA BLUFF,

Tombigbee River, Alabama, May 10, 1865.

SIR: In accordance with the memorandum made at Sidney, Ala., May 4, 1865, between yourself and Acting Rear-Admiral H. K. Thatcher, for the surrender of the vessels, officers, and men under your command, I have been deputed by Admiral Thatcher to carry out the same, and I am now ready to meet the officer appointed by you for this purpose.

Very respectfully, your obedient servant,

E. SIMPSON,

*Commander, U. S. Navy, Fleet Captain
of the West Gulf Squadron.*

Commodore EBENEZER FARRAND,

*Commanding Confederate Naval Force
in the waters of the State of Alabama.*

Detailed report of Acting Rear-Admiral Thatcher, U. S. Navy, with enclosures.

WEST GULF SQUADRON,

Flagship Stockdale, off City of Mobile, May 15, 1865.

SIR: In my dispatch No. 94, dated the 6th instant, I informed the Department that Commodore Farrand had surrendered the rebel naval forces under his command.

The day previous to the proposition for surrender, preparations had been made to attack the rebel vessels in the Tombigbee with this fleet, and which attack would undoubtedly have been made had Commodore Farrand withheld his surrender another day.

The memorandum of the agreement for surrender between that officer and myself was signed on the 4th instant in duplicate, and a copy of it is herewith enclosed (marked No. 1).

On the 8th instant, in accordance therewith, I deputed Commander E. Simpson, fleet captain, to proceed to the Tombigbee River and

receive the surrender, furnishing him with written instructions, a copy of which is enclosed (marked No. 2).

The formal surrender took place on the 10th instant at Nanna Hubba Bluff, on the Tombigbee River, the full particulars of which are given in the report of Commander Simpson, to which the attention of the Department is called (enclosed marked No. 3).

A copy of the list of the officers paroled accompanies this dispatch (marked No. 4 *). There were other officers attached to the command of Commodore Farrand who were absent on leave, given previous to the agreement to surrender, whose names of course do not appear on this list, though on the rolls of the paymasters of the different rebel vessels. As these officers come in, their paroles will be taken and their names subsequently forwarded.

I also enclose copies of the paroles given by commanding officers for men surrendered (marked Nos. 5, 6, 7-18).

The *Morgan*, *Baltic*, and *Black Diamond* are now anchored off the city, and surveys of these vessels, and the *Nashville*, embracing their hulls, armament, condition, etc., are now in progress, which will be forwarded as soon as practicable. The *Nashville* is aground at the junction of the Alabama and Tensas rivers, and can not be got off until a rise in the rivers.

None of the above vessels are coppered, and of course are unfit to cruise in salt water.

In accordance with the sixth clause of the agreement of the 4th instant, that after the surrender, transportation and subsistence would be furnished by me for officers and men to the nearest practicable point to their respective homes, I have directed Commander S. D. Trenchard, of the *Rhode Island*, to receive on board certain of the officers surrendered under this agreement, a list of whom is herewith enclosed (marked No. 9), and deliver them to Hampton Roads to the senior officer present, and, after forwarding from that point this and other dispatches to the Department, to proceed in obedience to his original orders to New York.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

Memorandum of the conditions of the surrender made at Sidney, Ala., May 4, 1865.

First. The officers and men to be paroled until duly exchanged or otherwise released from the obligations of their parole by the authority of the Government of the United States.

Duplicate rolls of all officers and men surrendered to be made, one copy to be delivered to the officer appointed by Acting Rear-Admiral H. K. Thatcher, and the other retained by the officer appointed by Commodore E. Farrand; officers giving their individual parole and

* Enclosures 4-9 omitted.

commanders of vessels signing a like parole for the men of their respective commands.

Second. All vessels of war, their guns and equipments, all small arms and ammunition and stores on board the said vessels to be delivered over to the officer appointed for that purpose by Acting Rear-Admiral Thatcher. Duplicate inventories of the property surrendered to be prepared, one copy to be retained by the officer delivering and the other by the officer receiving it for our information.

Third. The officers and men paroled under this agreement will be allowed to return to their homes with the assurance that they will not be disturbed by the authorities of the United States so long as they continue to observe the conditions of their paroles and the laws in force where they reside, except that persons residents of Northern States will not be allowed to return without special permission.

Fourth. The surrender of the property will not include the side arms or private baggage of officers.

Fifth. The time and place of surrender will be fixed by us, respectively, and will be carried out by officers appointed by us.

Sixth. After the surrender, transportation and subsistence to be furnished by Acting Rear-Admiral H. K. Thatcher for officers and men to the nearest practicable point to their respective residences.

H. K. THATCHER,
*Acting Rear-Admiral, U. S. N.,
Commanding West Gulf Squadron.*
EBENEZER FARRAND,
*Flag-Officer, Commanding C. S.
Naval Forces in Waters of Alabama.*

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 8, 1865.

SIR: Having signed and exchanged copies of an agreement with Commodore E. Farrand, commanding officer of the vessels of the C. S. Navy in the waters of the State of Alabama on the 4th instant, the terms of which are contained in the enclosed document, you will proceed with the U. S. S. *Cincinnati* to the Tombigbee River, the point designated for the surrender of the vessels under the command of Commodore Farrand, and receive from the officer appointed by Commodore Farrand the said vessels, their guns, equipments, and stores, the paroles of officers for themselves individually and for the seamen, marines, etc., on board thereof, who were under the command of Commodore E. Farrand on the 4th instant.

Having received the surrender of the said vessels, their appurtenances and stores, you will cause them to be brought down to a safe anchorage in front of the city of Mobile and there report to me. Should any of the paroled officers or men desire to remain where they now are, they may do so; the others, in accordance with the terms of surrender, will receive transportation and subsistence to the nearest practicable point to their respective homes.

The steamers designated in verbal orders will accompany you to the Tombigbee. Suitable officers, engineers, and crews to navigate

the surrendered vessels will accompany you to the place of surrender, and they alone will man them.

Very respectfully,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander EDWARD SIMPSON,

Fleet Captain West Gulf Squadron.

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off Mobile, Ala., May 11, 1865.

SIR: I have the honor to report that, in obedience to your order, I proceeded in the ironclad steamer *Cincinnati* on the 9th instant up the Tombigbee River to Nanna Hubba Bluff, for the purpose of receiving the surrender of the vessels under the command of Commodore Ebenezer Farrand, of the C. S. Navy. The ironclad steamer *Chickasaw* and the tinclad *Nyanza* accompanied the *Cincinnati*.

On the morning of the 10th instant the vessels had all assembled at the bluff.

Lieutenant Commanding J. Myers, the officer appointed by Commodore Farrand to make the surrender, came on board, and after some consultation with me on the points of the conditions of the surrender, surrendered the following vessels, viz: *Morgan*, side-wheel gunboat; *Nashville*, side-wheel ironclad; *Baltic*, side-wheel transport; *Black Diamond*, side-wheel river boat.

I received inventories of the stores on board each vessel, as well as an inventory of stores brought from the naval station, which were stowed on board of the river steamboat *Southern Republic*, which vessel had been seized by Commodore Farrand for the purpose of receiving these articles when the naval station at Mobile was evacuated.

A letter from the captain of the *Southern Republic* accompanies this report. The only use that I have made of the vessel was to transport the Confederate officers and men to Mobile.

I received the accompanying rolls of all the officers and men, after which I paroled 112 officers, 285 enlisted men, and 24 marines. The officers gave their individual paroles in duplicate, and the commanding officers of the vessels gave their paroles for the men of their respective commands.

Having completed the duty on which I was ordered, I have returned to Mobile with a portion of the vessels.

I enclose the memorandum of the conditions for the surrender, a copy of my instructions, and a copy of the instructions given to Lieutenant Commanding J. Myers by Commodore Farrand, also the inventories of the stores, etc., received.

Very respectfully, your obedient servant,

E. SIMPSON,

Fleet Captain West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

Order of Commodore Farrand, C. S. Navy, to Lieutenant Myers, C. S. Navy, charged with carrying out the terms of surrender.

HEADQUARTERS NAVAL COMMAND,
Steamer Southern Republic, McDowell's Landing, May 6, 1865.

SIR: You will proceed to Nanna Hubba Bluff for the purpose of carrying out the terms of surrender of the naval forces under my command, agreed upon on the 4th instant, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

EBEN FARRAND,
Flag-Officer, etc.

Lieutenant Commanding JULIAN MYERS, P. N. C. S.,
Steamer Southern Republic.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting additional vessels to replace those unfit for sea service.

No. 92.] WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 5, 1865.

SIR: In forwarding the enclosed report of survey on the machinery of the U. S. S. *Richmond*, I have to regret that she is the last of the formidable vessels of this squadron that I believed to be efficient for cruising or as port guard vessels. The *Ossipee* and the *Lackawanna* (the reports of survey of which were recently forwarded to the Department) having become unfit for further service at sea without repairs, I would respectfully request the Department to cause these vessels to be relieved by others of at least equal force, particularly as operations on the coast of Texas are now in progress, and all the vessels now there, or which I have at my disposal for sea service, are of comparatively light armament and unfit for bombardment.

Some of the light-draft vessels on that coast are nearly run down by long and constant steaming. The wooden gunboats now employed in this bay and waters adjacent are only fit for such service, and are too weak in their hull for other than smooth waters.

I have determined to retain the *Richmond*, *Lackawanna*, and *Ossipee* as port guard vessels until the pleasure of the Department shall be known in their respective cases.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Stevens, U. S. Navy, forwarding enclosures regarding funeral honors paid to the memory of President Lincoln by representatives of foreign governments in Mexico.

U. S. S. ONEIDA, [May, 1865.]

SIR: I have the honor to enclose herewith copies of communications accruing from the funeral honors paid to the memory of his Excellency the late President of the United States.

My visit was opportune, and both the English and French naval representatives of their respective governments did, I am happy to assure you, their best to do full honor to the occasion.

The Mexican colonel commanding at Bagdad expressed what I think were proper sentiments of regret, but owing to the place being in a state of siege, he could not join in the salute, as ordered by the honorable Secretary of the Navy. However, he displayed his colors at half-mast during the entire day.

Officially and personally, the interchange of national courtesies has, I think, been agreeable to all parties participating.

Some rebel sympathizers at Bagdad endeavored to make themselves obnoxious, but the military authorities of the place took them in charge.

I had the pleasure of meeting the commercial agent on the occasion.

In the free interchange of opinions between the representatives of other governments and myself, I acquired a good deal of valuable information of a diplomatic character, which I shall make known to you when I have the honor of meeting you, or, in the event of delay, upon your requisition.

I have the honor to be, your obedient servant,

T. H. STEVENS, *Commander.*

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

[Endorsement.]

Letter was written probably at Bagdad, Mexico, which is the other side of the Rio Grande. It is a question how far we should recognize the imperial forces in Mexico.

[Enclosures.]

BAGDAD, May 6, 1865.

I stated myself as agreeable to the kind solicitation which I had the honor to receive from you yesterday, that this place should manifest its grief for the death of the excellent sir President of the United States of America, Mr. Lincoln, but I did not remember at the moment that the place is in a state of siege, a reason for which a salute can not be fired.

I am confident, sir captain, that you, with your military experience and discreet judgment, will perceive immediately that it is prohibited to me [to use] the artillery in such circumstances, notwithstanding I consulted his Excellency General Mijia, and to this time I have not received his answer.

Do not allow this incident, captain, to cause you to doubt that the Imperial forces which garrison this place know how to appreciate the feelings of a people which loses one of its most eminent citizens.

This circumstance causes me to offer you my consideration and distinguished esteem.

SALVADOR YGLESIAS,
Colonel Commandant of the Place.

CAPTAIN OF THE VESSEL OF WAR OF THE UNITED STATES IN THE
GULF OF MEXICO.

H. M. S. WOLVERENE,
Rio Grande, May 6, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of this date, conveying your thanks to me as the representative of her Britannic Majesty's Government for what you rightly gather to be my desire to do full honor to the occasion.

I beg to express the satisfaction I feel at the opportunity the visit of the United States sloop of war *Oneida* to this anchorage has afforded me of manifesting by full participation in the funeral honors paid to the memory of the late President of the United States; my abhorrence of the deed which has been the cause of your national loss.

I have the honor to be, sir, your obedient servant,

A. F. R. DE HORSEY,
Captain and Senior Naval Officer in the Gulf of Mexico.

Commander T. H. STEVENS,
U. S. Sloop of War Oneida.

Report of Commander Stevens, U. S. Navy, regarding the Department's order that funeral honors be paid to the memory of President Lincoln.

U. S. S. ONEIDA,
Off the Rio Grande, Tex., May 9, 1865.

SIR: I have the honor to inform you, upon receipt of your order directing funeral honors to be paid to the memory of his Excellency the late President of the United States, I proceeded to the southern confines of the Republic for the purpose of giving the representatives of her Britannic Majesty's Government and his Imperial Majesty's Government an opportunity to participate in the honors of the sad occasion.

The Mexicans expressed the desire to participate, but they did not have the means.

I am, sir, very respectfully, yours.

T. H. STEVENS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, announcing arrival of that vessel at Philadelphia.

U. S. S. QUAKER CITY,
Off U. S. Navy Yard, Philadelphia, May 10, 1865.

SIR: I have the honor to report my arrival at this point for repairs, in obedience to orders from Acting Rear-Admiral H. K. Thatcher, a copy of which is herewith enclosed.

I have the honor to be, very respectfully, your obedient servant,

WM. F. SPICER,
Commander, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Le Roy, U. S. Navy, in view of the rumored movements of C. S. ram Stonewall and of Jefferson Davis and Cabinet.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, Ala., May 9, 1865.

SIR: I enclose herewith copies of communications * received this day from the Department in relation to the rebel ram *Stonewall* and Jeff. Davis and his Cabinet.

You will take all means in your power to prevent surprise by the ram and the escape of Jeff. Davis.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Commander WM. E. LE ROY,
Commanding U. S. S. *Ossipee*, off Fort Morgan, Mobile Bay.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commodore Palmer, U. S. Navy, granting permission to go North.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 12, 1865.

COMMODORE: In accordance with permission granted you by the honorable Secretary of the Navy to return North on being relieved from command of this squadron, or to remain, at your option, and as Mobile has now fallen (in the accomplishment of which you have so largely and gallantly contributed), you have permission to return North by the earliest conveyance, and on your arrival there you will report to the Department by letter, enclosing a copy of this order.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Commodore J. S. PALMER,
Commanding First Division West Gulf Squadron,
off City of Mobile.

* See Series I, Volume 17, pp. 835 and 836.

Letter from Colonel Barrett, U. S. Army, to Captain Stevens, U. S. Navy, requesting naval support at Boca Chica, Tex.

HEADQUARTERS UNITED STATES FORCES,
Brazos, May 13, 1865—12:30 a. m.

CAPTAIN: I am instructed by the colonel commanding to say that he has good cause to believe that the rebels will attack our forces early to-morrow morning at Boca Chica, and, as we have no long-range guns, he directs me to request that you drop down to within supporting distance of that place with as little delay as possible, in order to render any assistance that you can with your large guns, if necessary.

Hoping you will comply with the request,

I am, most respectfully, your obedient servant,

I. B. RUSH,
Acting Assistant Adjutant-General.

Captain STEVENS,

*Commanding U. S. Sloop of War Oneida,
off Brazos Santiago, Tex.*

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report of Acting Master Starrett, regarding removal of obstructions in Mobile Bay and Blakely and Tensas rivers.

No. 107.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off Mobile, Ala., May 13, 1865.

SIR: I have the honor to enclose the report made to me by Acting Master Starrett, in charge of ordnance stores on this bay, of his operations in destroying the heavy obstructions placed by the rebels in the ship channel leading from Dog River Bar to Mobile, and also in the Blakely and Tensas rivers. I am under great obligations to this office for his untiring exertions to accomplish this desirable end, as well as to the commanding officers of the vessels named in his report, who so ably aided him in this work, and I take pleasure in commending them to the Department.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. MARIA A. WOOD,
Mobile Bay, Ala., April 17, 1865.

SIR: I have the honor to report that in accordance with your order of the 11th instant, I went on board of the U. S. tugboat *Rose* with my apparatus for removing sunken obstructions, and the same afternoon I reported for duty to Commodore Palmer, commanding First Division West Gulf Squadron, on board of U. S. S. *Glasgow*. I commenced operations on the obstructions in the channel of the

Blakely, or Tallahatchie River on the same evening, and after eighteen hours of unremitting and assiduous labor the obstructions, consisting of a heavy scow laden with bricks and surrounded by piles driven down in such a manner as to prevent the action of the current from sweeping the sunken vessels away, were entirely removed, and that portion of our fleet which had crossed the Blakely Bar were enabled to pass on their way to the city of Mobile.

On the morning of the 14th I commenced on the obstructions in the channel of Spanish River, on the west side of the bay, and after working on them for three days I am happy to say that our hopes were crowned with perfect success and a channel of $10\frac{1}{2}$ feet in depth and 175 feet in width was formed. The soundings were taken at low tide, and as the tide has a rise and fall of 18 inches or 2 feet, there will never be any difficulty for vessels to cross it which are enabled to cross the bar below the line of obstructions.

When we take into consideration the nature of the sunken vessels which were removed and the apparently small expense accruing, we have every reason to rejoice at our complete success.

The timbers of the vessels which obstructed the channels on both sides of the bay were of massive proportions, many of them being 2 feet square and bolted together by heavy iron bolts and secured by chain cables to huge piles driven down to a great depth, yet all the elaborate preparations and security given them by the rebels were of no avail. They were blown to atoms, and the proper channels to and from the city of Mobile are once more open to commerce.

In my operations I have used 3,000 pounds of powder, and the torpedoes or charges which I made use of were improvised from tin cans, pickle barrels, boats' breakers, or any water-tight vessel of sufficient capacity to contain the bursting charge.

I can not refrain from thanking, through you, Lieutenant-Commanders Low, Irwin, and Brown for the cheerful and necessary cooperation and assistance they rendered me, without which I should have been unable to accomplish so much in that short space of time.

I have the honor to remain, very respectfully, your obedient servant,

ADRIAN C. STARRETT,

Acting Master, in Charge of Ordnance, Mobile Bay.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding orders for the U. S. S. Manhattan, in view of arrival of C. S. ram Stonewall at Nassau, New Providence.

MISSISSIPPI SQUADRON,

Flagship Tempest, Mississippi River, May 13.

ADMIRAL: The Navy Department has telegraphed me as follows, under date of 12th instant:

Order the *Manhattan* to proceed to New Orleans and report to Acting Rear-Admiral Thatcher for duty. The ram *Stonewall* has arrived at Nassau, [New Providence].

I have given directions accordingly that the *Manhattan* be towed to New Orleans with all dispatch.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron,

New Orleans (or Senior Naval Officer).

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding ensigns, pennants, and signals from surrendered Confederate vessels.

No. 111.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 15, 1865.

SIR: I have the honor to report that I have forwarded this day by the U. S. S. *Rhode Island* all the ensigns, pennants, and signals from the rebel vessels lately surrendered, to wit, the *Nashville* and *Morgan*; the *Baltic* and *Black Diamond* had no flags on board.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Major-General Canby, U. S. Army, regarding the movements of the Confederate ram Stonewall.

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,

New Orleans, La., May 15, 1865.

GENERAL: The rebel ram *Stonewall* left Havana on the 11th instant ostensibly for Galveston, but may make her appearance on the coast farther east.

Very respectfully, your obedient servant,

C. H. DYER,

Assistant Adjutant-General.

Major-General N. P. BANKS,

Commanding Department of the Gulf, New Orleans.

Report of Major Loring, U. S. Army, announcing readiness for the approach of the C. S. ram Stonewall.

QUARANTINE, May 15, 1865.

(Received 1:20 p. m.)

I am ready for the *Stonewall*. I respectfully suggest that a telegraphic instrument be sent to Fort Jackson. I have to go 5 miles

with my dispatches. I reported four days ago that the instrument was destroyed.

Respectfully, your obedient servant,

E. P. LORING,
Major, Commanding.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, requesting return of howitzer loaned for the attack upon Mobile.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 15, 1865.

CAPTAIN: One of the launches of this ship, with a howitzer and its furniture, was sent round from New Orleans to participate in the movements against Mobile. If no longer needed, and in these waters, will you please let one of your tugs return our property, and oblige?

Very truly, yours,

WM. E. LE ROY,
Commander, U. S. Navy.

Captain ED. SIMPSON, U. S. Navy,
Fleet Captain West Gulf Squadron.

Vessels attached to West Gulf Squadron May 15, 1865.

Name.	Class.	No. guns.	Commanding officer.	Present duty or station.
Albatross	Screw	7	Lieut. Comdr. C. S. Norton..	Coast of Texas.
Althea	do	1		Sunk by torpedo, raised, and now repairing at Mobile.
Anderson, W. G.	Bark	8	Actg. Master H. Tibbits.	Mobile Bay.
Antona	Screw	5	Actg. Vol. Lieut. J. F. Harden.	Off Pass Cavallo, Texas.
Arkansas	do	5	Actg. Master J. Ross (pro tem.)	New Orleans, repairing.
Aroostook	do	7	Lieut. Comdr. Jos. S. Skerrett.	Do.
Arthur	Bark	6	Actg. Vol. Lieut. Jos. E. Stannard.	Pensacola Bay.
Bloomer	Stern wheel	2	Mate A. Whiting	Do.
Bohio	Brig	2	Actg. Master W. M. Stannard.	Mississippi Sound.
Buckthorn	Screw	2	Actg. Ensign F. Ellms	Off city of Mobile.
Carrabasset	Stern wheel	6	Actg. Vol. Lieut. E. Leonard ..	Berwick Bay.
Cayuga	Screw	7	Lieut. Comdr. Henry Wilson..	Off Galveston, Tex.
Charlotte	Schooner	2	Mate A. Whiting	Pensacola Bay.
Chickasaw	Ironclad	4	Lieut. Comdr. Geo. H. Perkins	Off city of Mobile.
Chocura	Screw	4	Lieut. Comdr. R. W. Meade, jr.	New Orleans, repairing.
Cornubia	Side-wheel ..	5	Actg. Vol. Lieut. J. A. Johnstone.	Off Galveston.
Corypheus	Schooner ...	4	Actg. Master and Pilot J. Robinson.	Off Dog River Bar.
Cowslip	Side-wheel ..	2	Actg. Master W. T. Bacon.....	Dispatch boat between Mobile and New Orleans.
Cincinnati	Ironclad	11	Lieut. Comdr. Geo. Brown....	Off city of Mobile.
Cuyler, R. R.	Screw	12	Comdr. C. H. B. Caldwell.....	Pensacola, for repairs.
Dinsmore, Augusta..	do	4	Actg. Vol. Lieut. M. B. Crowell	Dispatch steamer between Texas coast and New Orleans.
Elk	Stern wheel	6	Actg. Vol. Lieut. N. Kirby....	Off city of Mobile.
Estrella	Side-wheel ..	5	Actg. Master G. P. Pomeroy ..	New Orleans, repairs.
Fearnot	Ship	5	Actg. Master A. Rich	New Orleans.
Fort Gaines	Stern wheel	4	Actg. Master J. R. Hamilton ..	Lake Pontchartrain.
Fort Jackson	Side-wheel ..	7	Capt. B. F. Sands	Off Galveston.
Genesee	do	8	Lieut. Comdr. John Irwin....	Mobile Bay.
Gertrude	Screw	8	Actg. Vol. Lieut. B. C. Dean..	Off Galveston.
Glasgow	Side-wheel ..	2	Actg. Master E. Kemble.....	Sunk off Mobile on the obstructions.

Vessels attached to West Gulf Squadron May 15, 1865—Continued.

Name.	Class.	No. guns.	Commanding officer.	Present duty or station.
Glide	Stern wheel	6	Actg. Master L. S. Fickett	Berwick Bay.
Grand Gulf	Screw	11	Comdr. John Downes	Off Galveston.
Hollybock	Side-wheel	3	Pilot Benj. Tarbell	New Orleans.
Houston, Sam	Schooner	1	Actg. Vol. Lieut. and Pilot M. Freeman.	Off Mobile Bar.
Ida	Screw	2	.....	Sunk off Mobile by torpedoes.
Itasca	do	4	Lieut. Comdr. N. Green	Mobile Bay.
Jackson, J. P.	Side-wheel	6	Lieut. Comdr. A. R. Yates	Mississippi Sound.
Jasmine	Screw	2	Actg. Ensign F. J. Brenton	Pensacola Bay.
Kanawha	do	4	Lieut. Comdr. B. B. Taylor	Pensacola, for repairs.
Katahdin	do	7	Lieut. Comdr. C. H. Greene	San Luis and Velasco.
Kennebec	Screw	5	Lieut. Comdr. T. Abbot	Off Galveston.
Kittatiny	Schooner	6	Actg. Ensign N. J. Blasdell	Mobile Bay.
Kickapoo	Ironclad	4	Lieut. Comdr. M. P. Jones	Off Fort Morgan, Ala.
Kuhn, J. C.	Bark	6	Actg. Master G. F. Wilkins	Pensacola Bay.
Lackawanna	Screw	14	Capt. Geo. F. Emmons	New Orleans for repairs.
Metacomet	Side-wheel	10	Comdr. P. Crosby	Off Mobile.
Meteor	Stern wheel	6	Actg. Vol. Lieut. Comdr. T. B. Du Bois.	Blakely River.
Milwaukee	Ironclad	4	.....	Sunk by a torpedo in Blakely River.
Narcissus	Screw	1	Actg. Master W. Harcourt	Pensacola for repairs.
New London	do	5	Actg. Vol. Lieut. W. Godfrey	Coast of Texas.
Nyanza	Stern wheel	6	Actg. Vol. Lieut. C. A. Boutelle	Mississippi Sound.
Octorara	Side-wheel	10	Lieut. Comdr. W. W. Low	Off city of Mobile.
Oneida	Screw	12	Comdr. Thos. H. Stevens	Rio Grande and Brazos.
Osipee	do	13	Comdr. Wm. E. Le Roy	Off Fort Morgan.
Owasco	do	5	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Coast of Texas.
Osage	Ironclad	2	.....	Sunk by a torpedo in Blakely River.
Pampero	Ship	6	Actg. Master O. Colburn	South West Pass, Mississippi River.
Pembina	Screw	5	Lieut. Comdr. J. G. Maxwell	New Orleans for repairs.
Penguin	do	7	Actg. Vol. Lieut. Jas. R. Beers	Sabine Pass, Texas.
Penobscot	do	4	Lieut. Comdr. A. E. K. Benham	Off Galveston.
Pink	do	3	Actg. Master S. Belden	Off city of Mobile.
Pinola	do	4	Lieut. Comdr. Henry Erben	Off Calcasieu, La.
Pocahontas	do	6	Lieut. Comdr. R. K. Wallace	Off Galveston.
Potomac	Frigate	42	Comdr. A. Gibson	Pensacola Bay.
Port Royal	Side-wheel	10	Lieut. Comdr. B. Gherardi	New Orleans, repairing.
Portsmouth	Sloop	18	Lieut. Comdr. S. R. Franklin	New Orleans.
Princess Royal	Screw	7	Actg. Vol. Lieut. Comdr. C. F. W. Behm.	Off Galveston.
Preston	do	3	Actg. Vol. Lieut. J. R. Wheeler	Do.
Richmond	do	22	Capt. T. F. Greene	New Orleans.
Rodolph	Stern-wheel	.....	.....	Sunk in Blakely River by a torpedo.
Rose	Screw	2	Actg. Ensign W. D. Maddocks	Off city of Mobile.
Sciota	Side-wheel	.....	Actg. Vol. Lieut. J. W. Magune	Sunk by a torpedo, raised, and at Mobile for repairs.
Sebago	do	10	Lieut. Comdr. D. B. Harmony	Off city of Mobile.
Selma	do	4	Actg. Master John H. Allen	New Orleans.
Seminole	Screw	9	Comdr. A. G. Clary	Off Galveston.
Stockdale	Stern wheel	6	Actg. Vol. Lieut. Thos. Edwards.	Off city of Mobile.
Tallahatchie	do	6	Actg. Master T. J. Linnekin	Do.
Tritonia	Side-wheel	3	Actg. Vol. Lieut. Geo. Wiggin	Mobile for repairs.
Trefoil	Screw	3	Actg. Master C. C. Wells	Mobile Bay.
Vincennes	Sloop	10	Actg. Vol. Lieut. Wm. M'Gloin	Off Ship Island.
Virginia	Screw	7	Actg. Vol. Lieut. C. H. Brown	Off Galveston.
Winnebago	Ironclad	4	Lieut. Comdr. W. A. Kirkland	Off city of Mobile.
Wood, M. A.	Schooner	3	Actg. Master A. C. Starrett	Mobile Bay.
Baltic	Side-wheel	.....	Lieut. C. L. Huntington (pro tem.).	Surrendered by Commodore Farrand and now off Mobile, Ala.
Black Diamond	do	.....	Actg. Ensign N. T. Crocker (pro tem.).	
Morgan	do	8	Actg. Vol. Lieut. N. M. Dyer	
Nashville	Ironclad	4	.....	

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, forwarding information regarding blockade runners.

NAVY DEPARTMENT, May 15, 1865.

SIR: From a recent consular dispatch from Havana it appears that blockade running at Galveston is still carried on with much success. The following are the arrivals reported at Havana, all from Galveston, with cotton:

Lunar, April 15; *Wren* and *Badger*, April 21; *Fox* and *Evelyn*, April 22; and *Denbigh*, May 1.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Le Roy, U. S. Navy, regarding the reported departure from Havana of the C. S. ram Stonewall.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, May 16, 1865.

SIR: I have just received the following dispatch from Major-General Canby, dated near New Orleans, May 15, 1865:

The U. S. consul at Havana reports that the rebel ram *Stonewall* left that port on the 11th instant, ostensibly for Galveston. I have warned all commanders on the coast.

Be on your guard, and should she attempt to enter this port do all in your power to cooperate with the forts in destroying her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

WM. E. LE ROY, or COMMANDING NAVAL OFFICER,
Near Fort Morgan, Mobile Bay.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, regarding the reported movements of the C. S. ram Stonewall.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 16, 1865.

ADMIRAL: The commandant of Fort Morgan sent to me this morning a telegraphic communication, received from New Orleans, to the effect that the rebel ram *Stonewall* was reported to have left Havana on the 11th instant, ostensibly for Galveston. In view of the possibility of that vessel coming here, may I suggest an addition of some of the ironclads now at Mobile to the force laying here?

The *Kickapoo*, now here, is complained of by her commander as showing signs of weakness.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron.

Letter from Commander Le Roy, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, referring to orders in relation to search of vessels.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 16, 1865.

ADMIRAL: To enable me to carry out your instructions of the 15th instant in relation to search of vessels, may I suggest that orders be given at Mobile that all vessels be directed to report to the senior officer laying here?

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Le Roy, U. S. Navy, regretting inability to furnish vessels as requested.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, May 17, 1865.

CAPTAIN: Your note in relation to sending additional ironclads to your relief has been received, and in reply have to say that more force would have been sent to you but that the other two monitors are under repairs and are now incapable of moving. I shall, however, dispatch the *Cincinnati*, Captain [George] Brown, with orders to report to you for duty. I very much regret my inability to send the others, but they will be sent as soon as possible for them to move.

I am, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Captain W. E. LE ROY,
*Commanding U. S. S. Ossipee,
Senior Naval Officer, off Fort Morgan.*

[Telegram.]

NAVY DEPARTMENT, May 17, 1865.

Proceed directly to the Gulf with dispatch.

G. V. Fox,

Assistant Secretary of the Navy.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Mercedita, Norfolk, Va.

*Order of the Assistant Secretary of the Navy to Acting Rear-Admiral
 Thatcher, U. S. Navy, regarding the U. S. S. R. R. Cuyler.*

NAVY DEPARTMENT, May 17, 1865.

SIR: Your No. 81, enclosing reports on the condition of the *R. R. Cuyler* has been received. Send that vessel to New York to be laid up and sold.

Very respectfully, etc.,

G. V. Fox,

Assistant Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

[Telegram.]

HDQRS. ARMY AND DIV. WEST MISS.,
Mobile, May 18, 1865.

Can you spare the *Manhattan*? She is the only vessel on this coast that will be able to meet the *Stonewall*. If you can, will you order her to New Orleans with a view to her being fitted out for Galveston?

E. R. S. CANBY,
Major-General.

Rear-Admiral S. P. LEE,
Mound City.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding measures of protection against the C. S. ram Stonewall.

U. S. FLAGSHIP STOCKDALE, May 18, 1865.

MY DEAR SIR: Two of the monitors are undergoing repairs in machinery and are unable to steam. Of course the little wooden gunboats are powerless to resist the attack of a vessel as formidable as the *Stonewall* is represented to be. I must therefore rely upon the forts (Pickens and Barrancas) at Pensacola for her destruction. Should she attempt entering that port, no doubt the artillerists of those fortifications are quite efficient, and will give her a warm reception. At [Fort] Morgan I have the *Kickapoo* (monitor), the *Cincinnati* (ironclad), and the sloops *Ossipee* and *Lackawanna* to aid the fort. Neither of these four is fit for cruising, but will do good serv-

ice at the point where they are now located. I hope Forts Jackson and Powell may be able to manage her, should she be able to get into the Mississippi. It is very painful to me to be left with such miserable craft for defense, but the Department has failed to give me the vessels which I applied for months since. On the Texas coast there will be a sufficient number of vessels in squadron to give her a severe handling, I think, and I doubt if she can enter Galveston on account of her draft; but if she can do so it is certain that her plating, armor, and battery do not amount to much. I am hastening the repairs on the two monitors here, but have been delayed for want of sufficient mechanics.

I am, general, very truly and respectfully,

H. K. THATCHER.

Major-General E. R. S. CANBY,
Commanding Army of West Mississippi, etc.

[Telegram.]

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, May 18, 1865—2 a. m.

(Received 10 a. m. 24th.)

The monitor *Manhattan* and the ram *Tennessee* are the vessels on this coast that can cope with the *Stonewall*. To save time I have asked Admiral Lee to send the *Manhattan* at once to New Orleans to be fitted out for Galveston—that is, if she can be spared. There is nothing on the Georgia coast now but wooden gunboats.

E. R. S. CANBY,
Major-General, Commanding.

Brigadier-General J. A. RAWLINS,
Chief of Staff, Washington.

[Telegram.]

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI.
Mobile, May 18, 1865.

Can you spare the *Manhattan*? She is the only vessel on this coast that will be able to meet the *Stonewall*. If you can, will you order her to New Orleans, with a view to her being fitted out for Galveston?

E. R. S. CANBY,
Major-General, Commanding.

Admiral S. P. LEE,
Mound City, Ill.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the strengthening of the Galveston blockade.

NAVY DEPARTMENT, May 20, 1865.

SIR: The increased number of arrivals of blockade runners at various ports, all from Galveston, loaded with cotton, would seem to indicate that there is great weakness on the part of the blockading fleet there.

Seven large steamers have arrived abroad from Galveston in nine days. As this is the only port in the United States where traffic can be carried on to any extent, it is desirable that the majority of vessels and the best officer you have should be on duty as senior officer off that port. Both the *Quaker City* and *Bienville* could have rendered several months' service blockading at Galveston, but as they were sent home and can not be repaired before the army expedition will advance into Texas, they will be sold.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from the U. S. consul-general at Havana to Major-General Banks, U. S. Army, regarding the expected movement of the blockade runner Owl, from Havana for Galveston.

U. S. CONSULATE-GENERAL,
Havana, May 20, 1865.

SIR: The blockade runner *Owl*, Captain Maffitt, under the rebel flag, will leave here for Galveston to-day or to-morrow. On her return from Galveston the *Owl* will come out by the main channel. By following the accompanying directions the *Owl* may be caught: Station a light-draft gunboat on the Northeast Channel (there are 7 feet of water at low tide); run in far enough to keep the Knoll buoy always in sight. If the night is very dark, cross the bar and anchor just inside. Let the *Owl* pass the buoy and cripple her from the start; then come in behind her. Don't trust sailors to look out, To cross the Northeast Bar, bring the light to bear S. W. $\frac{1}{2}$ S. The bar is a long one. There is no danger of the enemy or shoal water. I regard this information as reliable. Will you communicate it at once to the officer in command of the naval forces at New Orleans. The rebel ironclad ram *Stonewall* was given up on yesterday by those having charge of her to the Spanish colonial authorities of the island of Cuba.

I am, very respectfully, your obedient servant,

WILLIAM T. MINOR,
U. S. Consul-General at Havana.

Major-General N. P. BANKS,
Commanding U. S. Forces at New Orleans.

Report of Commodore Palmer, U. S. Navy, transmitting to the Department commendatory letter from Major-General Canby, U. S. Army, upon the withdrawal of the former from the West Gulf Squadron.

NEW YORK, N. Y., May 20, 1865.

SIR. I have the honor to enclose a letter of adieu from Major-General Canby, commanding Military Division of the West Mississippi,

of which I beg your perusal, and request that it may be placed on the files of the Department.

Very respectfully, your obedient servant,

J. S. PALMER,
Commodore, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 3, 1865.

COMMODORE: In taking leave of you I desire to express for myself and the officers of this command, our sincere regret at parting and our high appreciation of your services while in command of or connected with the West Gulf blockading squadron. The relations that have existed between the two services for the past year have been of the most intimate and cordial character and have resulted in successes of which the friends of both the Army and the Navy have reason to be proud. In this no one has borne a more active, zealous, and efficient part than yourself, and the kindly official and personal relations that have existed will always be remembered with pleasure.

Very respectfully, your obedient servant,

ED. R. S. CANBY, *Major-General.*

Commodore J. S. PALMER, U. S. Navy.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival at Mobile of the U. S. tug Clematis.

No. 126.] WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 21, 1865.

SIR: I have the honor to report the arrival here to-day, the 21st instant, of the tug *Clematis*, Acting Volunteer Lieutenant S. P. Crafts.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, requesting a convoy for troops for Apalachicola, Fla.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 21, 1865.

ADMIRAL: A new military post will be established at Apalachicola, Fla., and the troops selected for that purpose will leave this city in the steamers *Iberville* and *Banks* probably to-morrow. I have the

honor to request that a convoy may be furnished these boats to and from their place of destination.

Very respectfully, your obedient servant,

E. R. S. CANBY, *Major-General.*

Rear-Admiral H. K. THATCHER,

*Commanding West Gulf Blockading Squadron,
off Mobile, Ala.*

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, responding to a request for convoy.

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 21, 1865.

GENERAL: Your communication informing me that a military post would be established at Apalachicola and asking for a convoy for the steamers *Iberville* and *General Banks*, etc., has been received. Orders have been issued to the commanding officer of the *Itasca* to hold himself in readiness to accompany such steamers as you may desire to send. Please inform me when the transports will be ready to move.

Very respectfully, your obedient servant,

H. K. THATCHER,

Actg. Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,

Commanding Army and Division of West Mississippi.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, reporting the C. S. ram Stonewall at Havana.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, May 22, 1865.

GENERAL: I have the honor to inform you that my latest advices from Key West represent the rebel ram *Stonewall* at Havana on the 17th short of men and watched by the U. S. S. *Powhatan* and a gunboat.

I am, very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,

*Commanding Military Division of
West Mississippi, Hdqrs. at Mobile.*

[Telegram.]

MOBILE, May 24, 1865.

(Received 12 m. 25th.)

COLONEL: Admiral Thatcher has dispatches that General Magruder commanding district of Texas. desires to open negotiations. His

commissioners will be sent to New Orleans in one of the fastest vessels of Thatcher's squadron at once.

G. GRANGER, *Major-General*.

Lieutenant-Colonel CHRISTENSEN,
Assistant Adjutant-General.

*Report of Captain Sands, U. S. Navy, regarding the destruction of
the blockade runner Denbigh.*

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 24, 1865.

ADMIRAL: I have the satisfaction to report the destruction of the famous blockade runner *Denbigh*, side-wheel steamer, iron, 162 tons. She was discovered from this vessel at early daylight this morning aground on Bird Key Spit, near Bolivar Point. I sent the *Cornubia* and *Princess Royal* to open fire upon her, and boats were sent from *Kennebec* and *Seminole* to board and destroy her, which was effectually done by 7 a. m. A boat from the *Seminole*, in charge of Acting Volunteer Lieutenant Mundy, although the farther off, was the first to board and apply the torch, and she was soon enveloped in flames, the crew having escaped to the shore when they saw they were discovered. Papers were found on board showing she was the *Denbigh*, from Havana, 18th instant. She is now a complete wreck and has made her last voyage.

I regret to report that Luke Robins, seaman, of the *Seminole*, was instantly killed by the accidental discharge of his own gun while leaving the wreck.

I have the honor to be, very respectfully, etc., your obedient servant,

B. F. SANDS,

Captain, Commanding Third Division West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, Mobile Bay.

Report of Acting Volunteer Lieutenant Johnstone, U. S. Navy, regarding the wreck of the Confederate schooner Le Compt, guard boat at Galveston.

U. S. S. CORNUBIA,
Off Galveston, Tex., May 25, 1865.

SIR: I have the honor to report that yesterday afternoon, in obedience to your orders to prevent any of the enemy's boats from boarding the burning wreck of the blockade runner *Denbigh* until she was completely destroyed, I got underway, and stood into the Bolivar Channel as far as the depth of water would allow, and anchored in 12 feet about $1\frac{1}{4}$ miles outside the wreck. A schooner which had been at anchor about $\frac{1}{2}$ a mile inside the wreck, on discovering the approach of the *Cornubia*, got underway and tried to escape into Galveston.

On firing two shots at her, she hauled down her sails, and a part of her crew got into a boat and escaped to the beach.

I then sent an armed boat under command of Acting Ensign Frank Millett, of this ship, to board her and bring her out if possible. On boarding her, Mr. Millett found that she had drifted ashore on Bird Key Spit, and had bilged and lost her rudder. Finding it impossible to get her off, he threw overboard a 24-pounder howitzer, with which she was armed, and brought four men, whom he found on board of her; also 5 carbines, 5 new Enfield rifles, a steering compass, and a rebel flag.

She proved to be the schooner *Le Compt*, the rebel guard boat stationed at Galveston.

During last night she beat over the spit, and now lies a wreck on Bolivar Point beach.

Very respectfully, your obedient servant,

JOHN A. JOHNSTONE,
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS, U. S. Navy,
Commanding Third Division West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting request for transportation to New Orleans of Confederate commissioner desiring to negotiate with Major-General Canby, U. S. Army.

No. 136.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 25, 1865.

SIR: I have the honor to enclose to the Department a copy of a communication addressed to Captain Sands, commanding United States fleet off Galveston, by Ashbel Smith, the colonel commanding the rebel forces at Galveston.

Captain Sands immediately dispatched the *Preston* with this letter to me, which I received early this morning, and I have already ordered the *Preston* to return off Galveston with orders to Captain Sands to receive the rebel commissioner and send him at once to New Orleans, where General Canby now is, and where I purpose to meet him.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

HEADQUARTERS DEFENSES OF GALVESTON, *May 22, 1865.*

SIR: I am instructed by Major-General Magruder, commanding the District of Texas, etc., to say that he desires to open a negotiation with the Federal general commanding at New Orleans, and that his commissioner be sent to New Orleans by a steamer from the fleet as soon as may be after Tuesday, the 23d instant.

I have the honor to be, very respectfully, your obedient servant,

ASHBEL SMITH,
Colonel, Commanding.

Captain SANDS,
Commanding U. S. Fleet off Galveston.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Sands, U. S. Navy, referring to request for transportation of Confederate commissioner to New Orleans.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, May 25, 1865.

SIR: Last evening I heard of the *Preston* off the Mississippi, steaming east. This morning I have your dispatch, under date 22d instant, enclosing one from the rebel colonel, Ashbel Smith, addressed to you, and proposing the commission of General Magruder to be sent to New Orleans. I send back to you the *Preston*, and hope you may be able to send the commission to New Orleans at once by a fast vessel. I shall keep the *Cuyler* here, as I have nothing else to move in, but had it not been for this affair, should have sent her to you. Canby is at New Orleans, but I shall telegraph at once the contents of the dispatch, and I shall probably go over until the negotiation is ended, and may come down then to see you.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Captain B. F. SANDS, U. S. NAVY,
Coast of Texas.

P. S.—Still busy in sending off paroled rebel navy officers, as per agreement. Commodore Rousseau is disposed of, but Buchanan I have still on hand; also about seventy-five others and 400 men.

H. K. T.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting additional reports regarding an explosion of ordnance stores, and consequent fire in Mobile.

No. 140.]

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 29, 1865.

SIR: I regret to inform the Department that a terrible explosion took place in Mobile on the 25th instant, resulting not only in the destruction of a considerable portion of the upper part of the city, but in great loss of life.

Marshall's warehouse, where the ordnance stores which exploded were stored, was perhaps three-quarters of a mile from the flagship, and fragments of shell fell on board that vessel. Immediately after the explosion, Fleet Captain Commander Simpson repaired to the scene of disaster with a large force of sailors under his command and rendered most valuable assistance. I forward herewith his report (enclosure No. 1), and desire to bring to the notice of the Department the gallant conduct of Quartermaster Cooper, as given in Commander Simpson's narrative.

The tug *Cowslip* (the only tug at my disposal), under the command of Acting Master W. T. Bacon, rendered very efficient aid in towing out of danger three vessels, which otherwise would have been de-

stroyed. His report (No. 2) is enclosed. This officer on this, as on every other, occasion proved himself an officer of ability and energy.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 26, 1865.

SIR: I have the honor to report that on the afternoon of the 25th instant a destructive explosion of ordnance stores occurred at Marshall's warehouse in this city. A portion of the ammunition surrendered to General Canby by General Richard Taylor, of the Confederate service, had been placed in Marshall's warehouse preparatory to transportation to the bombproofs in the forts, and by some unexplained accident the explosion occurred at this place.

The entire adjoining portion of the city was shortly in flames, and a fresh south wind assisted the work of destruction.

The loss of life has not been ascertained, but it is already known to be very large.

I visited the scene of the fire, and with a large force of sailors was enabled to do some service, the presence of the sailors in the neighborhood of the exploding shells tending much to restore a partial feeling of confidence to the firemen and others, who were prevented by the bursting shells from working to advantage in extinguishing the fire.

I regret that two of our men were killed during the afternoon.

I desire to call your particular attention to the gallantry displayed by Quartermaster John Cooper, of the staff, a medal man of the U. S. S. *Brooklyn*, who, at the risk of being blown to pieces by exploding shells, advanced through the burning locality to rescue a wounded man from what would have been certain death. His efforts were successful, and he returned carrying the man on his back.

Very respectfully,

E. SIMPSON,

Fleet Captain.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, Mobile, Ala.

U. S. S. COWSLIP,

Mobile, Ala., May 26, 1865.

SIR: I have the honor to report that at about 3:20 p. m. on the 25th instant, a few moments after the explosion of the magazine in Marshall's warehouse, with your permission I got underway and proceeded to the scene of destruction. The schooner *Orville*, loaded with hay, was lying very near some burning barges and in imminent danger. I took her in tow and brought her to a place of safety on the opposite side of the river. I then steamed up the river to where the *Kate Dale* was burning, to see if there were any persons on

board in need of assistance. I then ran back toward the fire, and succeeded in saving the bark *W. G. Anderson*, then at anchor opposite the burning pile and against which the hulk of a burning steamer was drifting, and also took the steamer *N. W. Thomas* in tow, and succeeded in anchoring them all safely beyond reach of the fire. I then steamed up to the dock, and, finding I could render no further assistance, I returned to my former position near the flagship.

While returning from the *Kate Dale* I dispatched a boat to steamer *Tamaulipas*, in charge of Acting Ensign A. Kalinski, to render her or others any assistance in his power. When he returned he reported that he had removed three wounded men from the *Tamaulipas* to the *Sebago*, and before returning went on shore and reported to Commander E. Simpson for any duty to which he might assign him.

I can not speak too highly of the officers and men under my command for the manner in which they performed the duties to which they were called.

I am, very respectfully, your obedient servant,

W. T. BACON,
Acting Master, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile, Ala.

Letter from Major Fredberg, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, transmitting telegram from Major-General Canby regarding troops for Apalachicola.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 26, 1865.

The following telegram has just been received:

NEW ORLEANS, *May 26, 1865.*

Major Fredberg, in charge of our headquarters at Mobile, will report to you when the troops intended for Apalachicola have all embarked. One steamer with troops for that command is already at Barrancas, and I desire that the other steamers in the convoy stop at that place, so that the whole fleet, together with General Asboth, who goes to locate the new post, can proceed all together to their destination.

E. R. S. CANBY,
Major-General.

Rear-Admiral H. K. THATCHER,
Mobile, Ala.

To this I would most respectfully add that as soon as the Quartermaster's Department can furnish the necessary transportation for the troops I shall at once report the fact to you.

I have the honor to be, admiral, very respectfully, your obedient servant,

ALFRED FREDBERG,
Major and Assistant Adjutant-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, off Mobile, Ala.

Instructions of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, to be followed during the absence of the former from the station off Mobile.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 26, 1865.

SIR: During my absence from this port you will exercise a supervision of all the duties of senior and commanding officer of the naval forces off and north of Dog River Bar.

Advance as rapidly as possible the raising and repairs of the tug-boats *Glasgow* and *Althea*, as well as the repairs on the ironclads, the first of which, when ready for service, will proceed at once to the vicinity of Fort Morgan and report to the senior officer of the Third Division or senior officer present for duty.

The paroled officers and men of the late Confederate naval forces in these waters will be furnished with transportation to the nearest points to their homes as they apply for the same. This transportation has been tendered by Major-General Canby in any army vessels under his orders, but to no point north of Hampton Roads will they be allowed to proceed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY,
Commanding U. S. S. Metacomet, off Dog River Bar.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, requesting to be present at the conference with Confederate commissioner at New Orleans.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, [May 26, 1865.]*

GENERAL: I received a dispatch from Texas from Colonel Ashbel Smith, commanding at Galveston, to say that General Magruder would send a commissioner to New Orleans, who desired to see you. I immediately ordered Captain Sands, senior officer on the coast, to dispatch this commissioner at once to New Orleans in one of our fast vessels, and on his arrival I would like to be present, if agreeable to you, to negotiate for any naval surrender which the rebels may have for me. I have a vessel in readiness to convoy your troops, if you will please advise me of time and place of departure, which may be arranged when I see you at New Orleans. I shall probably go to Texas in the steamer *R. R. Cuyler*, which I have here, but after going to New Orleans. I furnish General Granger with the information at 6 a. m. to-day.

I have the honor to be, general, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,
Commanding Army and Division of West Mississippi.

* May have been written May 24. See Granger to Christensen, p. 196.

[Telegram.]

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,
New Orleans, May 26, 1865.

By the terms of the convention entered into to-day the men and material of the C. S. Navy in the Trans-Mississippi Department are to be surrendered to the Mississippi and West Gulf Squadrons. As the commissioners desire to return at once, I will ask Captain Greene to act for you. Will you please confirm this?

E. R. S. CANBY,
Major-General, Commanding.

Admiral H. K. THATCHER,
Comdg. West Gulf Blockading Squadron, Mobile Bay.

[Same to Admiral Lee, substituting Captain Foster's name for Captain Greene.]

[Telegram.]

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,
New Orleans, May 26, 1865.

The arrangement in regard to matters west of the river is so far completed that the necessary papers will in all probability be signed at a convention to be held this afternoon. I have invited Captain Greene to represent you on the occasion.

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Mobile, Ala.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, promising assistance in recovery of naval property reported to be at Montgomery, Ala.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 26, 1865.

ADMIRAL: In the absence of Major-General Canby, I have the honor to acknowledge the receipt of your communication of yesterday's date, relating to certain plans, documents, and papers connected with the Pensacola navy yard, as well as the apparatus of the light-house, reported to be in Montgomery, Ala., and to say that Major-General A. J. Smith, commanding U. S. forces in northern Alabama, Montgomery, will be instructed to use every effort to recover this property, and, if found, to forward it to your care.

I have the honor to be, admiral, very respectfully, your obedient servant,

ALFRED FREDBERG,
Major and Assistant Adjutant-General.

Rear-Admiral H. K. THATCHER,
*Commanding West Gulf Squadron,
 U. S. Flagship Stockdale, off Mobile, Ala.*

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the U. S. S. Kanawha.

NAVY DEPARTMENT, May 27, 1865.

SIR: In reply to your dispatch of the 13th instant, the Department directs you to send the U. S. S. *Kanawha* north.

Very respectfully, etc.,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, off Mobile.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, to forward information regarding the laying up of ironclads and iron vessels.

NAVY DEPARTMENT, May 29, 1865.

SIR: Having in view the laying up of the ironclads and iron vessels in your squadron, the Department desires your opinion as to the most suitable locality within the limits of your command for the purpose, and to be informed upon what conditions a suitable place can be procured. Fresh water is necessary, and the locality should be perfectly secure.

Very respectfully,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
*Commanding West Gulf Blockading Squadron,
New Orleans, La.*

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the laying up at New Orleans of the U. S. ironclads Choctaw and Lafayette.

MOUND CITY, May 29, 1865.

ADMIRAL: The Department has ordered me, under date of 22d of May, to lay up the ironclads *Choctaw* and *Lafayette* in ordinary at New Orleans, turning them over to you when stripped and the officers and men are detached. The Bureau of Equipment and Recruiting authorizes me, under date of May 11, to transfer surplus men to the West Gulf Squadron after laying up the vessels of this squadron. I have directed Lieutenant-Commander Foster to send the *Choctaw* and *Lafayette* to New Orleans, in charge of a regular officer, to report to you, execute the Department's order, and bring back the officers of those vessels in a tinclad which will accompany them for the purpose.

I have the honor to be, admiral, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, transmitting correspondence regarding affairs on the Texas Coast.

U. S. NAVAL HEADQUARTERS,
148 Canal Street, New Orleans, La., June 1, 1865.

GENERAL: I have the honor to enclose herewith copies of dispatches this moment received from the commanding officer of the naval forces on the coast of Texas, which, with the correspondence between Captain B. F. Sands and General Magruder, will inform you of the present condition of affairs on the Texas coast. From private information received by the *Florida* (just arrived), I infer that a mob has possession of Galveston and its defenses.

I have the honor to be, general, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Army and Division of West Mississippi.

[Enclosures.]

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 29, 1865.

SIR: You will send in by flag of truce the enclosed communication directed to the commanding officer at mouth of Brazos (Velasco), which I have just received from Major-General Magruder, commanding District of Texas, etc., with a request to forward it.

Let all your communications with the shore be by flag of truce during the negotiations which are now pending, and commit no act that would interrupt them.

B. F. SANDS,
Captain, U. S. Navy.

Acting Lieutenant J. R. BEERS,
Commanding U. S. S. Penguin, off Velasco.

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 30, 1865.

ADMIRAL: Yesterday a flag of truce from Galveston brought me a communication from Major-General Magruder, a copy of which I herewith enclose, together with my reply, which I hope will meet your approval. I had not the force to garrison and hold those places, and I felt it incumbent upon me not to commit any act that would interrupt or retard the present negotiations. The people and army of Texas are very much excited and divided in regard to these negotiations, and we must be very cautious not to act so as to embarrass the commissioners. I did not accede to their proposition for an armistice, as I wished to reserve the right to act if you should not approve

of my course, but I have refrained from any act that might interfere with the negotiations pending.

I have the honor to be, very respectfully, etc.,

B. F. SANDS,
*Captain, U. S. Navy, Commanding Third Division
West Gulf Squadron.*

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

HDQRS. DISTRICT OF TEXAS, N. MEX., AND ARIZONA,
Houston, May 27, 1865.

CAPTAIN: I have the honor to acknowledge the receipt of your communication of the 25th instant, with which I am satisfied.

It may be desirable to remove some troops from Galveston Island and substitute others, but I have to assure you that there will be no increase or diminution of the garrison at that place, and I have given the order to Colonel [Walter L.] Mann, commanding at Galveston, to impress upon his men to do no act to disturb the present relations existing between the fleet and the garrison.

I have left small garrisons at Sabine Pass and the mouth of the Brazos. I would suggest, in the same sincere spirit which you manifest, to settle these momentous difficulties between the State of Texas and the United States, that you give orders without delay to the commanding officer of the blockading squadron off Sabine Pass and the mouth of the Brazos to preserve the status which at present exists until the termination of the present negotiations, or until you have received other instructions from the proper United States authorities, and I enclose you copies of orders to the commanding officers at Sabine Pass and at the mouth of the Brazos, which I beg leave to request that you will send by steamer under flag of truce as addressed. They are left open for your perusal. The delivery of these two orders will, I think, insure the continuance of the present status.

The frankness with which I submit these orders to you is the best evidence of the sincerity of my intention to act in perfect good faith. The headquarters of the Trans-Mississippi Department having been moved to this place, General Smith, commanding the Trans-Mississippi Department, will be here to-day. Should he disapprove of the course I have pursued, you will be immediately notified; but should you hear nothing further from me, you may consider that General Smith has approved of my actions.

I have the honor to be, sir, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
*Major-General, Commanding District Texas,
New Mexico, and Arizona.*

Captain B. F. SANDS,
Commanding West Gulf Squadron, off Galveston.

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 29, 1865.

SIR: I have the honor to acknowledge receipt of your communication of 27th instant, expressing your satisfaction with mine of 25th instant and enclosing copy of your orders to your commanding officers at Sabine Pass and Velasco, with request to forward them by steamer under flag of truce as addressed.

I have to state that the commanding officer of the United States vessel blockading off Sabine Pass has reported to me the evacuation by the forces of the forts there, on the 24th instant, and that upon visiting them he found the guns spiked and forts abandoned. I have a similar report from the commanding officer off Velasco; and in a spirit not to interrupt the negotiations now pending, I have not occupied those places, and I will direct that all communication there shall be by flag of truce.

Appreciating the frankness with which you submit to me your orders to the commanding officers of those places, I will dispatch them as requested.

I have the honor to be, very respectfully, etc., your obedient servant,

B. F. SANDS,
*Captain, United States Navy,
Commanding 3d Division West Gulf Squadron.*

Major-General J. BANKHEAD MAGRUDER,
Commanding District of Texas, etc.:

HDQRS. DISTRICT OF TEXAS, N. MEX., AND ARIZONA,
Houston, May 31, 1865.

SIR: I have just received your note of the 29th instant. I assure you I appreciate highly the delicacy of the course you have pursued toward me.

I was not aware of the evacuation of Sabine Pass and Velasco when I gave the orders alluded to; otherwise I would not have given you the trouble of communicating with those places.

I am, commodore, very respectfully, your obedient servant,
J. BANKHEAD MAGRUDER,
Major-General, Commanding District of Texas.

Commodore SANDS,
Commanding U. S. Fleet off Galveston.

Order of Acting Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan.

NAVY DEPARTMENT, *May 30, 1865.*

SIR: On the 31st instant proceed with the U. S. S. *Fort Morgan* on another trip to the West Gulf Squadron, governing yourself by the general instructions heretofore addressed to you.

Touch at Key West going out and returning, also at Hampton Roads returning. Enter the port of New York as usual.
Very respectfully, etc.,

G. V. Fox,
Acting Secretary of the Navy.

Acting Volunteer Lieutenant-Commander WM. B. EATON,
Commanding U. S. S. Fort Morgan, New York.

[Telegram.]

NAVY DEPARTMENT, May 31, 1865.

Acting Rear-Admiral Lee has been directed to deliver to you a quantity of ordnance stores for transportation to Pensacola. Receive and forward them.

G. V. Fox,
Acting Secretary of Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
*Commanding West Gulf Blockading Squadron,
New Orleans, La.*

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, regarding execution of orders for convoy duty.

U. S. STEAM SLOOP OSSIPPEE,
Mobile Bay, May 31, 1865.

CAPTAIN: In compliance with the directions contained in Admiral Thatcher's telegram, dated the 29th instant, received on the same night, for the *Ossipee* to be held in readiness to convoy troops to the coast of Texas and to put myself in communication with the military commander and arrange with him time and place of departure, I proceeded to Mobile on the morning of yesterday, the 30th, and succeeded the same evening in communicating my orders to General Granger, who in reply stated he did not see any necessity for a convoy. General Granger could not fix upon any particular time for his departure, but did not think he would be ready to leave under ten days, if so soon.

I deem it proper to represent to you the result of my interview for the information of the admiral commanding the West Gulf Squadron, especially as this ship, from the exceeding slow rate of speed, is not particularly well adapted for convoying, nor is she, from her present condition of hull and machinery, in a very good condition for cruising. I will, however, as far as is in my power, endeavor to have the ship in readiness to obey the admiral's order. I deem it proper also to remark that should there be much delay we may be embarrassed for coal, as I have not been enabled to fill up, and the coal received last night was of most miserable description.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY, *Commander.*

Captain GEORGE F. EMMONS, U. S. Navy,
Commanding Third Division, Mobile Bay.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, for repairs to the U. S. S. Cowslip.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 31, 1865.

SIR: As soon as the *Narcissus* is ready for service you will send the U. S. S. *Cowslip* to Pensacola for such repairs as are necessary to keep her in running order.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Commander PEIRCE CROSBY,
U. S. S. *Metacomet*, Senior Officer Present, Mobile, Ala.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Banks, U. S. Army, regarding the evacuation of the enemy's posts.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 31, 1865.

GENERAL: Your dispatch of the 23d instant has just reached me. In reply, I have the honor to state that from every appearance there is reason to believe that the posts of the enemy are being evacuated; and, although I have nothing official from Brashear City, I have an official dispatch, dated "Off Sabine Pass, 25th of May," to the effect that Forts Mannahasset and Griffin have been evacuated and that the United States flag was hoisted by one of our gunboats on the walls. If, general, you still deem it necessary to place another gunboat off Brashear City I will endeavor to do so.

I am, general, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Major-General N. P. BANKS, U. S. Army,
Commanding Department of the Gulf, New Orleans, La.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding transportation of garrisons for Texas coast.

HDQRS. DIVISION OF WEST MISSISSIPPI,
New Orleans, May 31, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your note of this date and to state that garrisons will be sent to all points on the Texas coast as fast as transportation can be procured.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the desertion of fort at Matagorda.

NAVAL HEADQUARTERS,
148 Canal Street, New Orleans, May 31, 1865.

GENERAL: I have the honor to inform you that official advices have reached me to the effect that the old fort at Matagorda is entirely deserted and that there is nothing to prevent a light-draft vessel from going into the pass. Two boats from gunboat *Virginia* passed in on the 22d instant.

I have the honor to be, general, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Army and Division of Mississippi.

Order of Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the reduction of the West Gulf Squadron.

NAVY DEPARTMENT, May 31, 1865.

SIR: Reduce the West Gulf Squadron to the following number of steamers with all possible dispatch, viz:

Six tugboats, fifteen other steamers, one monitor ironclad, one Mississippi ironclad.

You can have in addition such store vessels as may be required in connection with this force.

Select the most efficient vessels for retention and send to the Department a list of them. Lay up the surplus ironclads at New Orleans.

Such of the surplus purchased vessels as can possibly be sold at New Orleans may be retained there for that purpose, and will be sold under directions of the Chief of the Bureau of Construction, and all others, both purchased and Regular Navy, must be sent North before the middle of July, one-half of them to New York, one-quarter to Philadelphia, and the remainder to Boston, if they are in a condition to make the voyage; otherwise not.

Fill up the vessels that remain as the fixed force of the squadron with their complement of officers and men. Retain for this purpose good volunteer officers, so far as possible those who wish to continue a while longer in the service, and send North all other volunteer officers for the purpose of being mustered out of the service. Of the men, send home those who have the least time to serve.

When the squadron is reduced as above ordered, it is desirable that Pensacola should be the depot, and all repairs be made at that yard if possible.

In forwarding to the Department a list of the vessels retained, send with it lists of the officers of each and complete muster rolls of their crews, the latter to the Bureau of Equipment and Recruiting.

All property hitherto belonging to the rebel Naval Department, or that was under its control, will be taken possession of by you and an account taken, with an estimate of the value thereof, and forwarded

to this Department. If such property is in possession of the United States military forces, make a written request for it and report your action to this Department that the necessary orders may be given by the War Department for its delivery to the Navy.

Economize in the use of coal and give directions to all vessels to keep steam down, except in an emergency, of which the senior officer shall judge, under directions of the commander of the squadron.

The title of the squadron under your command will hereafter be the West Gulf Squadron.

Very respectfully, etc.,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the evacuation of the defenses of Sabine Pass.

No. 144.]

U. S. NAVAL HEADQUARTERS,

No. 148 Canal Street, New Orleans, La., May 31, 1865.

SIR: I have the honor to inform the Department that a dispatch under date of the 25th instant was this day received from Captain B. F. Sands, reporting the evacuation of the defenses of Sabine Pass (Forts Mannahasset and Griffin). Acting Volunteer Lieutenant-Commander L. W. Pennington hoisted the United States flag on these forts. The guns, 5 in number, were all spiked. Fort Griffin is described as having five bombproofs covered with 2 feet of solid timber, 2 layers of railroad iron, and 4 feet of earth on top. There were four magazines of like construction. Acting Volunteer Lieutenant-Commander Pennington not having force to hold the forts, retired to his vessel, leaving the American flag flying.

Under date of the 27th instant Captain Sands reports that the rebel army of Texas have generally disbanded and gone home. The terms of surrender recently executed in this city between the rebel commissioners sent by General Kirby Smith and General Canby, U. S. Army, having been complied with on the part of the rebels, it only remains to occupy the fortifications. With regard to the rebel naval force in Texas, I am assured by the Confederate Lieutenant Commanding Jonathan [H.] Carter, who is now here and declares himself to be the senior naval officer, that there is no naval property, nor any officers in Texas on the seaboard, and only one vessel in the Red River (the ram *Missouri*), which will be surrendered to the commander of the Mississippi Squadron.

I propose, so soon as General Canby is ready to occupy Galveston, to place two or three gunboats of light draft within the harbor for the present to aid the military authorities in preserving order.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, announcing the evacuation of Forts Mannahasset and Griffin, defenses at Sabine Pass.

NAVAL HEADQUARTERS,
148 Canal Street, New Orleans, May 31, 1865.

GENERAL: I have the honor to inform you that the Texas forts, Mannahasset and Griffin, commanding the approaches to Sabine Pass, have been evacuated after spiking the guns. The United States flag was raised by the commander of the *Owasco*, gunboat. Griffin has five bombproofs and five guns. Bombproofs covered with 2 feet solid timber, 2 layers of railroad iron, and 4 feet of earth on top. Four magazines are constructed in like manner. Mannahasset mounts four guns. These forts could not be occupied for want of sufficient men. The *Stonewall* surrendered to the Spanish authorities on the 20th instant, after a summons from Admiral Stribling from his fleet.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY.

Vessels attached to West Gulf Squadron, June 1, 1865.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Albatross	Screw	7	Actg. Vol. Lieut. Geo. Mundy.	Coast of Texas.
Althea	Screw	1		Waiting repairs at Mobile.
Anderson, W. G.	Bark	8	Actg. Master H. Tibbits	Off Mobile.
Antona	Screw	5	Actg. Vol. Lieut. J. F. Harden.	New Orleans, with commis- sioners from Galveston.
Arkansas	Screw	5	Actg. Vol. Lieut. N. Kirby	New Orleans.
Aroostook	Screw	7	Lieut. Comdr. J. S. Skerrett.	New Orleans, repairing.
Arthur	Bark	6	Actg. Vol. Lieut. J. E. Stannard	Pensacola Bay.
Bloomer	Stern wheel	2	Mate A. Whiting	Do.
Boho	Brig	2	Actg. Master W. M. Stannard	Mississippi Sound.
Buckhorn	Screw	2	Actg. Ensign F. Ellms	Off city of Mobile.
Carrabasset	Stern wheel	6	Actg. Vol. Lieut. E. Leonard	Berwick Bay.
Cayuga	Screw	7	Lieut. Comdr. H. Wilson	Off Galveston.
Charlotte	Schooner	2	Mate A. Whiting	Pensacola Bay.
Chickasaw	Ironclad	4	Lieut. Comdr. G. H. Perkins	Off city of Mobile.
Chocoma	Screw	4	Lieut. Comdr. R. W. Meade, jr.	New Orleans, for repairs.
Cornubia	Side-wheel	5	Actg. Vol. Lieut. Comdr. J. A. Johnstone.	Off Galveston.
Corypheus	Schooner	4	Actg. Master and Pilot J. Robinson.	Off Dog River Bar.
Cowslip	Side-wheel	2	Actg. Master W. T. Bacon	Dispatch boat between Mo- bile and New Orleans.
Cincinnati	Ironclad	11	Lieut. Comdr. G. Brown	Mobile Bay.
Cuyler, R. R.	Screw	12	Comdr. C. H. B. Caldwell	New Orleans, waiting orders.
Dinsmore, A.	Screw	4	Act. Vol. Lieut. M. B. Crowell	Dispatch between New Or- leans and Texas.
Elk	Stern wheel	6	A. V. Lieut. N. M. Dyer	Off city of Mobile.
Estrella	Side-wheel	5	Lieut. M. L. Johnson	New Orleans, repairing.
Fearnot	Ship	5	Acting Master A. Rich	New Orleans.
Fort Gaines	Stern wheel	4	Acting Master J. R. Hamilton.	Lake Pontchartrain.
Fort Jackson	Side-wheel	7	Capt. B. F. Sands	Off Galveston.
Genesee	Side-wheel	8	Lieut. Comdr. J. Irwin	Off Mobile.
Gertrude	Screw	8	Act. Vol. Lieut. B. C. Dean	Off Galveston.
Glasgow	Side-wheel	2	Acting Master E. Kemble	Sunk off Mobile.
Glide	Stern wheel	6	Acting Master L. S. Pickett.	Berwick Bay.
Grand Gulf	Screw	11	Comdr. J. Downes	Off Galveston.
Hollyhock	Side-wheel	3	Pilot B. Tarbell	Mississippi River.
Houston, Sam	Schooner	1	Act. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Ida	Screw	2		Sunk off Mobile by torpedo.
Itasca	Screw	4	Lieut. Comdr. N. Green	Off Mobile.
Jackson, J. P.	Side-wheel	6	Lieut. Comdr. A. R. Yates	Pensacola navy yard for re- pairs.
Jasmine	Screw	2	Actg. Ensign F. J. Brenton	Pensacola Bay.

Vessels attached to West Gulf Squadron, June 1, 1865—Continued.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Kunawha	Screw	4	Lieut. Comdr. B. B. Taylor	Pensacola navy yard for repairs.
Katahdin	Screw	7	Lieut. Comdr. C. H. Greene ...	Off San Luis and Velasco
Kennebec	Screw	5	Lieut. Comdr. T. Abbot	Off Galveston.
Kittatinny	Schooner	6	Actg. Ensign N. J. Blasdell...	Off Mobile.
Kickapoo	Ironclad	4	Lieut. Comdr. M. P. Jones	Mobile Bay.
Kuhn, J. C.	Bark	6	Capt. Master G. F. Wilkins....	Pensacola Bay.
Lackawanna	Screw	14	Capt. G. F. Emmons	Mobile Bay.
Metacomet	Side-wheel	10	Commander P. Crosby	Off Mobile.
Meteor	Stern wheel	11	Actg. Vol. Lieut. Comdr. T. B. Du Bois.	Off Mobile, engaged in raising vessels sunk by a torpedo in Blakely River.
Milwaukee	Ironclad	4	.....	.....
Narcissus	Screw	1	Actg. Master W. Harcourt	Off city of Mobile.
New London	Screw	5	Actg. Vol. Lieut. W. Godfrey..	Coast of Texas.
Nyanza	Stern wheel	6	Actg. Vol. Lieut. C. A. Bouteille.	Mississippi Sound.
Octorara	Side-wheel	10	Lieut. Comdr. W. W. Low	Off city of Mobile.
Oneida	Screw	12	Commander T. H. Stevens	Off Rio Grande and Brazos.
Ossipee	Screw	13	Commander Wm. E. Le Roy ..	Mobile Bay.
Owasco	Screw	5	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Coast of Texas.
Osage	Ironclad	2	.....	Sunk by torpedo in Blakely River.
Pampero	Ship	6	Actg. Master O. Colburn	S. W. Pass, Mississippi River.
Pembina	Screw	5	Lieut. Comdr. J. G. Maxwell ..	New Orleans, for repairs.
Penguin	Screw	7	Actg. Vol. Lieut. Jas. R. Beers..	Off Sabine Pass.
Penobscot	Screw	11	Lieut. Comdr. A. E. K. Benham	Off Galveston.
Pink	Screw	3	Actg. Master S. Belden	Pensacola, for repairs.
Pinola	Screw	4	Lieut. Comdr. H. Erben	Do.
Pocahontas	Screw	6	Lieut. Comdr. R. R. Wallace ..	Off Galveston.
Potomac	Frigate	42	Commander A. Gibson	Pensacola Bay.
Port Royal	Side-wheel	10	Lieut. Comdr. B. Gherardi	New Orleans, for repairs.
Portsmouth	Sloop	18	Lieut. Comdr. S. R. Franklin..	New Orleans.
Princess Royal	Screw	7	Actg. Vol. Lieut. Comdr. C. F. W. Behm.	Off Galveston.
Preston	Screw	8	Actg. Vol. Lieut. J. R. Wheeler	Do.
Richmond	Screw	22	Capt. T. P. Greene	New Orleans.
Rodolph	Stern wheel .....	.....	.....	Sunk by a torpedo in Blakely River.
Rose	Screw	2	Actg. Ens. W. D. Maddocks....	Off Mobile.
Sciota	Screw .....	.....	Actg. Vol. Lieut. J. W. Magune	Mobile for repairs.
Sebago	Side-wheel	10	Lieut. Comdr. B. B. Harmony ..	Off city of Mobile.
Seima	Side-wheel .....	.....	Actg. Master J. H. Allen	New Orleans.
Seminole	Screw	9	Comdr. A. G. Clary	Off Galveston.
Stockdale	Stern wheel	6	Actg. Vol. Lieut. T. Edwards ..	New Orleans.
Tallahatchie	Stern wheel	6	Actg. Master T. J. Linnekin ..	Off city of Mobile.
Tritonia	Side-wheel	3	Actg. Vol. Lieut. Geo. Wiggins..	Pensacola for repairs.
Trefoil	Screw	3	Actg. Master C. C. Wells	Mobile Bay.
Vincennes	Sloop	10	Actg. Vol. Lieut. W. M'Gloin..	Off Ship Island.
Virginia	Screw	7	Actg. Vol. Lieut. C. H. Brown ..	Off Galveston.
Winnebago	Ironclad	4	Lieut. Comdr. W. A. Kirkland ..	Off city of Mobile
M. A. Wood	Schooner	3	Actg. Master A. C. Starrett ..	Off Mobile.
Baltic	Side-wheel .....	.....	Actg. Master A. S. Megathlin ..	(Surrendered by Commodore Farrand, and now off Mobile.)
Black Diamond	Side-wheel .....	.....	Actg. Ens. F. R. Iaschke .....	.....
Morgan	Side-wheel	8	Actg. Vol. Lieut. C. J. Gibbs..	Still aground at junction of Alabama and Tensas rivers.
Nashville	Ironclad	4	.....	.....

Report of Major-General Canby, U. S. Army, commanding Military Division of West Mississippi, regarding surrender of Confederate forces.

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,
New Orleans, [La.], June 1. 1865.

SIR:

The notice to Taylor was accompanied by an offer of terms, which were accepted, and the articles signed at Citronelle on the 5th [4th] of May, Admiral Thatcher acting for the Navy and arranging for the surrender of the rebel naval forces. The Sixteenth Corps and Grierson's cavalry, the whole under A. J. Smith, were left to occupy

middle and southern Mississippi and Alabama. Steele's and Benton's commands were brought back and preparations commenced for operations west of the Mississippi. While these were progressing I was instructed by the lieutenant-general that the main expedition against the Trans-Mississippi Department would move from the Arkansas and that I would cooperate with an expedition moving by water against Galveston. This was subsequently abandoned, and by direction from the same authority an expedition of 12,000 men was fitted out and sent under Steele to the Rio Grande. In the meantime proposals looking to the surrender of the Trans-Mississippi army and navy were made to me, and on the 26th of May the surrender was concluded by the convention of that date, Captain Greene, the senior officer, representing the U. S. Navy at the conference. Troops were immediately sent to occupy the surrendered territory, but before they had reached their destinations the rebel forces, with the exception of a few organizations, had passed beyond the control of their officers and dispersed to their homes, taking with them a large part of the property that had been surrendered.

In these operations, as well as during the whole period of my command in the Southwest, I was materially aided by the zealous and efficient cooperation of the naval forces of the West Gulf and Mississippi squadrons, and a more effective acknowledgment than mine is due to Admiral Farragut, Commodore Palmer, Admiral Thatcher, successive commanders of the West Gulf, and Admirals Porter and Lee, of the Mississippi Squadron, and to their subordinates in both squadrons.

* * * * *

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,

Major-General of Volunteers, Commanding.

CHIEF OF STAFF,

Headquarters of the Army, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, requesting information regarding terms of surrender of Confederate forces.

MISSISSIPPI SQUADRON,

Flagship Tennessee, Mound City, June 1, 1865.

GENERAL: Your telegram of May 26 states: "By the terms of the convention entered into to-day the men and material of the Confederate States Navy in the terms* are to be surrendered to Mississippi [and] West Gulf Squadrons." I understand by this that the surrender of the men and material of the Confederate States Navy within the limits of my command is to be made to me as commander of the Mississippi Squadron, and that such men and material of the Confederate States Navy as may be at Galveston and other Gulf ports will be surrendered to Acting Rear-Admiral Thatcher, commander of the West Gulf Squadron, as being within the limits of his command. This course would be regular and proper, and I hope that

* In the original dispatch it reads "in the Trans-Mississippi Department."

it will be observed. The same portion of the rebel naval force should not be surrendered to both squadrons. Will you be good enough to give me an official copy of the convention and acquaint me with the steps you may take, to avoid confusion and insure regularity in the terms of surrender of the men and material of the Confederate States Navy within the limits of my command, which extends from New Orleans up the Mississippi, embracing its tributaries and connecting rivers and bayous?

I have the honor to be, general, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,

Commanding Department of the Gulf, New Orleans.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the sending of U. S. S. Arkansas, for sanitary reasons, to Portsmouth, N. H.

U. S. FLAGSHIP STOCKDALE,
Off City of New Orleans, June 5, 1865.

SIR: I have the honor to inform the Department that I have ordered the *Arkansas*, Acting Volunteer Lieutenant N. Kirby commanding, to proceed with all dispatch to Portsmouth, [N. H.], as the advancing hot season renders it imperative that she should be sent North at once, having had the yellow fever on board two years in succession.

There are several of the crew of the vessel whom I had intended to try by court-martial, but to do this would require the detention of the *Arkansas*, which, for sanitary reasons, is out of the question. I have therefore directed the commanding officer of the *Arkansas*, on his arrival at Portsmouth, to report the circumstances to the Department and ask for instructions.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting transportation for prisoners.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., June 5, 1865.

SIR: I am directed by the Secretary of War to send certain important prisoners of state to Fort Pulaski and Washington as early as possible, and take leave to ask if you have any gunboat or transport bound North which could, without too much inconvenience, take these

prisoners and stop at Fort Pulaski to deliver those who are destined for that place?

Very respectfully,

E. R. S. CANBY,
Major-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Fitzhugh, U. S. Navy, announcing the removal of military restrictions in western Louisiana.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., June 6, 1865.

The principal points in western Louisiana having been occupied by our forces, I have removed all military restrictions on the movements of persons and property in that country. No more military permits or passes are required.

E. R. S. CANBY,
Major-General, Commanding.

Captain FITZHUGH, U. S. Navy,
Commanding Naval Forces Mouth of Red River.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the occupation by the U. S. naval forces of Galveston, Tex.

No. 151.] WEST GULF SQUADRON,
U. S. Flagship R. R. Cuyler, off Galveston, Tex., June 8, 1865.

SIR: In my dispatch No. 136, written at Mobile, I informed the Department that rebel commissioners at Galveston had desired transportation to New Orleans to meet General Canby with a view to arranging terms of surrender and that I had directed such transportation to be furnished.

On the evening of the 28th of May I arrived at New Orleans, where I remained until the morning of the 5th instant, and during that period had several official interviews with Colonel Ashbel Smith, the commander of the defenses of Galveston, who assured me that there would be no opposition on the part of the forces under his command or the people to the occupation of Galveston by the Navy. On the morning of the 5th I left New Orleans in the U. S. S. *R. R. Cuyler* and arrived off Galveston yesterday at 2 p. m.

Captain Sands then informed me that on the 2d instant Major-General E. Kirby Smith and Major-General J. B. Magruder came on board the U. S. S. *Fort Jackson*, where they were met by Brigadier-General E. J. Davis, representing Major-General E. R. S. Canby, and the terms of surrender heretofore agreed upon between representatives of Generals Smith and Canby were signed by General E. Kirby Smith.

After the signing of the articles of surrender Captain Sands immediately took the necessary steps to buoy out the channels, and on the 5th instant proceeded inside the bar in the U. S. S. *Cornubia*, followed by the *Preston*, and landed at Galveston, accompanied by Commander Stevens, Commander Downes, and Lieutenant-Commander Wilson. An interview was held with the mayor, Charles H. Leonard, after which the flag of the United States was raised on the custom-house, the citizens conducting themselves in the most orderly manner. The flag is now flying on all the forts in the harbor, but as we have not sufficient force from the fleet to garrison the latter, I have directed the light-draft gunboats *Cornubia*, *Preston*, and *New London* to remain inside the bar, where they will soon be joined by the *Port Royal*. I have also given orders to Commander Le Roy, of the *Ossipee*, to convoy with his vessel the troops which General Canby, it is hoped, will, in a few days, be ready to dispatch to occupy the different ports on the coast already surrendered to us.

General Brown, of the U. S. Army, on the 1st instant, with a brigade, took possession of the garrison at Brownsville; the other ports on the coast of Texas which have been heretofore blockaded by our vessels are now held by the naval forces. Thus blockade running from Galveston and the coast of Texas is at an end.

To-day I went on shore and had an interview with the civil and military authorities, by whom I was cordially received, and in conversation these gentlemen expressed themselves anxious for a speedy restoration of the old order of things, and reiterated their desire that a portion of our naval forces should remain within the harbor for their protection.

On this visit I was accompanied by Captain Sands and a part of my staff.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The *R. R. Cuyler* will now proceed to New York in obedience to orders of the Department.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, designating his reduced force as the Gulf Squadron.

NAVY DEPARTMENT, June 9, 1865.

SIR: When your squadron is reduced to the number of vessels designated in the orders of the Department, dated May 31, you will proceed to Key West, Fla., and relieve Acting Rear-Admiral Stribling (or, in his absence, the senior officer of the East Gulf Squadron) in the command of that squadron; and until further orders there will be but one squadron on the Gulf coast, to be under your command and to be distinguished as the Gulf Squadron, with headquarters at

Pensacola. The limits of the squadron will be Cape Florida on the east and the Rio Grande on the west.

A copy of Acting Rear-Admiral Stribling's order is enclosed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the arrival of vessels in Mobile Bay.

No. 153.] WEST GULF SQUADRON,
U. S. Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to report to the Department the arrival of the U. S. S. *Mercedita*, Lieutenant-Commander M. Haxtun, in this bay on the 10th instant; also the supply steamer *Fort Morgan*.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the fitting of U. S. S. Estrella as his flagship.

No. 154.] WEST GULF SQUADRON,
Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to inform the Department that I have had the *Estrella* fitted up for my flagship, and, in order to economize room, the vessel being small, and to facilitate business, I have appointed my flag lieutenant, M. L. Johnson, to command her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, responding to the Department's request for an opinion as to most suitable locality for laying up ironclads and iron vessels.

No. 157.] WEST GULF SQUADRON,
U. S. Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch dated the 29th of May, referring to the laying up of the ironclads and iron vessels in this squadron, and desiring my

opinion as to the most suitable locality within the limits of my command for that purpose.

There is, in my opinion, no suitable locality within the limits of my command for the purpose required.

I could not advise any locality on the Alabama or Tombigbee rivers, and the Mississippi at New Orleans is not only unhealthy but the levee for several miles is usually crowded with vessels. This remark applies more particularly to the ironclads. As to the iron vessels, they are mostly purchased as prize steamers of light draft, and at the present time are of essential service in the squadron.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the disposition of the U. S. S. R. R. Cuyler.

WEST GULF SQUADRON,

U. S. Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch dated May 17, directing me to send the *R. R. Cuyler* to New York to be laid up and sold.

In accordance therewith I have ordered Commander Caldwell to proceed to New York, and on his arrival there to report to the Department by letter.

Second Assistant Engineer L. W. Robinson has been detached from the *Kennebec* and ordered to the *R. R. Cuyler*, as directed in the Department's dispatch dated May 8.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding convoy duty performed by the U. S. S. Itasca in cooperation with Brigadier-General Asboth at Pensacola.

WEST GULF SQUADRON,

U. S. Flagship Estrella, Mobile Bay, June 14, 1865.

SIR: I have the honor to report to the Department that on the 26th ultimo General Canby informed me through Major Fredberg, assistant adjutant-general, that he purposed sending troops to Apalachicola, Fla., and requested that I would detail one of my gunboats to convoy the steamers on which the troops were to be embarked from Pensacola to Apalachicola and back, the army expedition being under the charge of General Asboth.

In accordance with this request I ordered Lieutenant-Commander N. Green, commanding the *Itasca*, to proceed at once to Pensacola for that purpose.

I enclose herewith (marked No. 1) a copy of Lieutenant-Commander Green's report to me after his return, and also (marked No. 2) a copy of General Asboth's letter to Lieutenant-Commander Green, from which letter the Department will perceive how faithfully and handsomely that officer performed his duty.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. *ITASCA*,

Off Fort Morgan, June 8, 1865.

SIR: I have the honor to report that, in obedience to your orders of May 27, I proceeded with the *Itasca*, under my command, to Pensacola and successfully and satisfactorily convoyed from that place the army transports *Peabody*, *Clyde*, *Nathaniel P. Banks*, *Hussar*, and *Tampico* to Apalachicola, and on their return, except the *Tampico*, arriving at Pensacola on the morning of the 7th instant.

I respectfully enclose a copy of the letter from the commanding general, expressing his satisfaction of the efficiency of the convoy.

I arrived at this anchorage this evening, having been detained at Pensacola one day waiting for the schooner *Ridder* to be loaded with coal, and towed her to this place by order of the commandant of the navy yard.

The part of your orders to return to the anchorage whence I started has not been carried out, owing to the unwillingness of the senior officer at this place to allow me to proceed.

Very respectfully, your obedient servant,

NATHL. GREEN,

Lieutenant-Commander, Commanding.

Acting Rear-Admiral H. K. THATCHER,

Commanding Western Gulf Squadron.

HDQRS. DISTRICT WEST FLORIDA,

Barrancas, June 6, 1865.

MY DEAR CAPTAIN: I beg to thank you for the safe convoy, so efficiently rendered, to the fleet of army transports with troops and supplies from Barrancas to Apalachicola.

Your nautical skill piloted us through the zigzags of narrow channels with the utmost certainty, thus contributing materially to the successful trip, as well as your friendly readiness to assist whenever required, has secured a speedy discharge of the transports.

Your friendly courtesy bestowed upon myself and all my officers added to your efficient services a luster never to be forgotten, and be

assured that nothing would give me more pleasure than an early opportunity to express by acts my high appreciation.

Truly, your friend and servant,

ASBOTH, *Brigadier-General*.

Captain N. GREEN, U. S. Navy,
Commanding U. S. S. Itasca.

Letter from the U. S. consul at Tampico, Mexico, to the Secretary of the Navy, requesting the presence of a naval vessel at that port, for the protection of legal trade.

U. S. CONSULATE-GENERAL,
Tampico, June 17, 1865.

SIR: On the 10th ultimo I had the honor to address a letter to you upon the subject of the steamer *Granite City*, which vessel still remains in this port, without any visible preparations for sea.

I have now to acquaint you that on the 12th instant the steamer *Sonora*, belonging to New Orleans, owned by Felix Claud, of said place, arrived at the anchorage of this city under British colors, and reported to the authorities that she had escaped from Matagorda Bay, Texas, with a part of the cargo of cotton which had been taken on board with the intention of running the blockade; but the disbanded Confederate troops robbed the said steamer of 300 bales of her cargo, leaving only 38 bales on board, which have been admitted to entry at the custom-house as on former occasions.

The *Sonora*, while pursuing a legal trade between New Orleans and Matamoras, was boarded by a band of armed rebels in the waters of Brazos and piratically captured and sent to the coast of Texas. I am not in possession of the exact date of the capture of this steamer, but I believe it occurred in December, 1864.

I am making every effort in my power to induce the authorities of this place to seize the *Sonora*, as the property of an absent citizen of the United States, piratically wrested from him, but in the absence of documentary evidence to sustain my demand, and having to contend with authorities whose sympathies are manifestly in favor of our defeated enemies, I have but little or no hopes of any favorable results.

The British consul at this port disowns the *Sonora* as a British vessel, and demanded a surrender of the flag she came in under.

Under these circumstances I trust it may enter into your views to send a vessel of war here to look after the steamers in question and such others as are now expected to arrive here from Texas under similar circumstances.

I have the honor to be, sir, with great esteem and respect, your most obedient servant,

FRANKLIN CHASE.

Hon. GIDEON WELLES,
Secretary of the U. S. Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *June 19, 1865.*

Have you received the Department's order of May 31, to reduce the West Gulf Squadron?

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, that one of the Western river monitors be sent to Washington, D. C.

NAVY DEPARTMENT, *June 20, 1865.*

SIR: If you are of the opinion that one of the Western river monitors in your squadron, having Eads' platform for raising and lowering the guns, can be sent round to Washington in safety, the Department wishes you to send her, accompanied by a vessel or vessels to look out for her in case she needs assistance or towing.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting that the U. S. S. Hartford or Pensacola be fitted as a flagship for his command.

WEST GULF SQUADRON,

U. S. Flagship Estrella, off City of Mobile, June 22, 1865.

SIR: I have the honor to inform the Department that in sending north the sloops *Richmond*, *Lackawanna*, and *Ossipee* for necessary repairs which could not be made here, I am left without a suitable cruising flagship. I would therefore respectfully request the Department to allow me to have the *Pensacola* or *Hartford*, or a vessel of the same class, which could readily enter the bays of Mobile and Pensacola or the Mississippi River.

If the Department should be pleased to grant my request, I beg leave to suggest that the vessel be fitted with a suitable poop cabin, as the accommodations must necessarily be large to furnish the officers of the staff, as well as those attached to the ship, with suitable accommodations.

Very respectfully, etc.

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

HON GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the withdrawal of concessions by the French and British Governments from Southern belligerents.

NAVY DEPARTMENT, June 22, 1865.

SIR: Information has been communicated to this Department by the Secretary of State that the Imperial Government of France has removed all restrictions heretofore imposed by it upon naval intercourse with the United States and has withdrawn from the insurgents the character of belligerents.

The Government of Great Britain also withdraws her concessions heretofore made of a belligerent character from the insurgents, but the withdrawal of the twenty-four hours rule has not been made absolute. Reciprocal measures will be extended to the vessels of that country.

The blockade of the ports and coast of the United States will soon cease, and with the cessation of hostilities the belligerent right of search will also cease.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure from Pensacola of the U. S. S. Lackawanna.

WESTERN GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, June 23, 1865.

SIR: I have the honor to report to the Department that the U. S. S. *Lackawanna* sailed from Pensacola on the 21st instant for New York. Captain Emmons had orders to report to the Navy Department by letter.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure from Pensacola of the U. S. brig Bohio.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, June 23, 1865.

SIR: I have the honor to report that the U. S. brig *Bohio* sailed from Pensacola for New York on the 20th instant, under command of Acting Master N. J. Blasdell, lately commanding the *Kittatinny*.

I detached Acting Master William M. Stannard from the *Bokio* and ordered him to the *Kittatinny*.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, announcing arrival at Philadelphia.

U. S. STEAM SLOOP OSSIPEE,
Philadelphia, [Pa.], June 28, 1865.

SIR: I have the honor to report the safe arrival of this ship off the navy yard at Philadelphia, towed by the U. S. S. *Yantic*, from Hampton Roads. Accompanying please find a list of the officers.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding the last flag captured in the civil war.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, Ala., June 29, 1865.

SIR: I have the honor to forward herewith to the Department the rebel flag of the armed picket schooner *Le Compt*, captured by the U. S. S. *Cornubia*, Acting Volunteer Lieutenant Johnstone, off Galveston, on the 25th May, 1865.

On the same day the blockade runner *Denbigh* was destroyed. It is believed to be the last rebel flag on the coast afloat captured from the rebels during this war, and may possess an interest at the Department. It has been duly marked as above, and was recently received from Captain B. F. Sands, U. S. Navy, senior officer on the coast of Texas.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting permission to discharge at New Orleans men from the Mississippi Squadron.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, Ala., June 30, 1865.

SIR: The *Choctaw* and *Lafayette*, vessels formerly belonging to Acting Rear-Admiral Lee's squadron, have arrived at New Orleans, sent there by the admiral under orders from the Department; the officers to be sent to the Mississippi Squadron, but the men to be distributed here.

Many of the men rated as seamen and ordinary seamen of these vessels have never been afloat, and of course are useless in those grades on board the vessels to be retained in this squadron, and I would therefore request permission from the Department to discharge at New Orleans all such men. The same remark may be made of the crew of the Mississippi ironclads and the vessels usually known here as tinclads.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting reports of survey on captured Confederate vessels, with information regarding the ram Nashville.

No. —.] WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, Ala., June 30, 1865.

SIR: I have the honor to forward to the Department a report of the surveys which I ordered on the rebel prize vessels *Morgan*, *Black Diamond*, and *Baltic*, late of the rebel Navy. The *Nashville*, iron-clad ram, still remains aground 40 miles above Mobile, where she will remain until a heavy rise of water takes place. The water was falling at the rate of $1\frac{1}{2}$ feet per day. No opportunity has offered for holding a complete survey of that vessel, but her dimensions and other facts relating to her have been officially reported to me by Acting Volunteer Lieutenant William Hamilton, as follows:

Extreme length, 271 feet; extreme breadth over wheels, 95 $\frac{1}{2}$ feet; keel, 250 feet; shield on deck, 142 feet; breadth of shield, 40 feet; beam, outside, 62 $\frac{1}{2}$ feet; beam, inside, 46 feet; depth, 13 feet; draft, 10 feet 9 inches. The *Nashville* is clad on the forward end of shield with three 2-inch iron plates, the lower plate laid horizontally and the two upper plates perpendicularly. The after end is clad with one 2-inch plate laid perpendicularly. The pilot house is clad with three 2-inch plates similar to the forward end of shield. The sides of shield are not protected. She has an engine connected with each wheel; cylinders 30 inches diameter, stroke 9 feet. She has seven 40-inch double-flued boilers. Engine and boilers in good order.

Her armament consists of three 7-inch Brooke rifles and one 24-pounder howitzer. She was hogged when surrendered and is not strong enough to bear the weight of her full armor.

This vessel is not coppered and is hog-braced athwartships, showing the weakness of her hull, and she could not live in a seaway. I respectfully submit that the material of the vessel be taken off and removed to Pensacola navy yard for preservation until required for use, and that the hull then be sold in the same way as the other vessels surrendered.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Western Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. METACOMET, *June 19, 1865.*

SIR: In obedience to your orders, we have surveyed the U. S. S. *Baltic*, and find her to be of the following dimensions and in the following condition:

Length from after side of stern to forward side of sternpost, 182 feet. Length over all, 186 feet. Breadth of beam, 38 feet. Draft of water, forward, 6 feet 5 inches. Aft, 5 feet 7 inches. The *Baltic* is built like all other river steamers, but was strengthened when she was constructed into a ram. Her hull is in good condition below the load line, but above the load line her hull and upper works are rather rotten in some places. Her main deck is in a very bad condition and rather rotten. Her cylinder timbers are affected with the dry rot in some places, and not very well secured. The accommodation for officers consists of one large room below the main deck, similar to a trunk cabin, for sleeping and messing in. There is a small room on deck for the commanding officer to occupy; this includes all the quarters for officers. The quarters for the crew are on deck; there are some bunks below in the hold for petty officers to sleep in. The *Baltic* would make a very good steamer for towing purposes, and could be repaired to do good service; she measures 624 tons.

She has two noncondensing engines of the usual Western river type and arrangement. Diameter of cylinder, 22 inches; length of stroke, 7 feet. These engines are in good condition and repair, with the exception of the timberwork, or foundations, which are very much decayed, and will have to be replaced before the vessel can be used: The wheels are 29 feet in diameter and 8 feet wide, independent in their action. The engines are supplied with steam by four cylindrical (double 15-inch-flued) boilers, 24 feet long and 3 feet in diameter, very old and leaky. The furnaces are calculated to burn either wood or bituminous coal. The ship has storage for 75 tons of coal. The doctor or donkey pump, with some small repairs, will be in good order. The pipe connections between boilers and engines (some of them of copper) are in good condition. The boilers have the usual complement of steam and water gauges. This

ship is not safe to run in consequence of the bad condition of the boilers.

We would recommend her to be sold for the benefit of the Government.

Very respectfully, your obedient servants,

PEIRCE CROSBY,
Commander.

JOHN IRWIN,
Lieutenant-Commander.

WM. ROGERS,
Acting Chief Engineer.

T. W. RAE,
Second Assistant Engineer.
JOHN CRONAN,
Acting Carpenter.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Squadron.

U. S. S. [METACOMET],
Off Mobile, Ala., May 29, 1865.

SIR: In obedience to your order we have held a strict and careful survey on the side-wheel steamer *Morgan*, and respectfully report as follows:

She is 196 feet long from the after side of the stem to the forward side of the sternpost, and 202 feet over all. Her breadth of beam is 38 feet; depth of hold, 13 feet in the clear. She has two decks, a berth, and spar deck; the distance between them is 6 feet 6 inches. The hull is constructed of yellow pine, with the exception of her first futtocks, which are white oak, and the knees supporting the spar-deck beams, which are of swamp cedar. She is well keelsoned, but they are not thoroughly fastened. Her frame is 11 by 14, composed of two thicknesses of 5½ flitch and 24 inches from center to center. She is ceiled with 2½-inch plank; the plank on the hull abaft the wheels on both sides has got the dry rot and needs stripping to the water's edge; the seams on the hull require calking, also the docks. The two hawse chocks forward are completely gone; they should be taken out and new ones put in. The stem is split and open; some of the main-deck planks require to be taken out, as they are rotten. The wheels want some slight repairs. The starboard wheel beam and arch supporting the same are broken, causing the shaft to drop down in consequence of its weakness. There are three shot holes on the starboard side close to the water's edge, patched with copper and canvas. The wardroom and steerage need some slight repairs; she is not coppered. The hull requires more fastening. Her draft of water is 7 feet 2 inches. She has four cylindrical double-flue boilers, 29 feet 6 inches long, and 3 feet 5 inches in diameter, the flue being 1 foot 3 inches in diameter. She burns either bituminous coal or wood; she carries 93 tons of the former; no considerable quantity of wood can be got into the bunkers, from their irregular shape. The boilers are in good condition, and we would recommend that the steam pipes leading from the engines be felted and cased, and that

salinometer-pots be attached to them for use in the short trips she may be obliged to make in outside water. She has two noncondensing engines, an improved form of the Western river boat type, each one driving a wooden side-wheel 26 feet 4 inches in diameter. The stroke of the piston is 7 feet and the diameter of their cylinders 1 foot 11 inches. We would recommend that the crosshead guides be taken down and planed off, and that the main shaft be lined up. These repairs are particularly needed. We would also recommend that the exhaust pipes of the engines be felted and cased; that the doctor or auxiliary pump have its bilge chamber repaired, main induction pipes straightened, and cold-water pump barrel bored out; also that the ventilators of the engine room be doubled in diameter, and that a deck plate be put in over the port engine similar to that already over the starboard one, for the purpose of leading wind sails below. The fact that the paddle wheel being disconnected renders the vessel totally unfit for service in rough water, as at each lurch one engine would be racing at a dangerous speed while the other would nearly stop. The amount of rolled iron used for armor is, as near as can be estimated, 3,858 cubic feet, weighing 148,176 pounds. Her armament consists of one VI-inch double-banded Brooke gun, two 32-pounder rifled and banded guns, two long 32-pounder smoothbores, one VII-inch double-banded Brooke gun. The quarters for both officers and men on board of the *Morgan* are well arranged for that class of ship. Draft of water, aft, is 6 feet 2 inches; forward, 5 feet 8 inches; tonnage, 863 tons.

We recommend that the *Morgan* be sold at public sale for the benefit of the Government.

Very respectfully, your obedient servants,

PEIRCE CROSBY,
Commander.

JOHN IRWIN,
Lieutenant-Commander.

WM. ROGERS,
Acting Chief Engineer.

T. W. RAE,
Second Assistant Engineer.

JOHN CRONAN,
Acting Carpenter.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Squadron.

U. S. S. METACOMET,
Off Mobile, Ala., May 29, 1865.

SIR: In obedience to your order, we have held a strict and careful survey on the side-wheel steamer *Black Diamond*, and respectfully report as follows:

She is a new boat, constructed for river navigation and built as strong as steamers of that class usually are. The hull, and all the woodwork, is of yellow pine; her dimensions are as follows:

From the after side of the stem to the forward side of the stern-post, 153 feet. Length over all, 156 feet. Breadth of beam, 31 feet.

Extreme breadth of beam, including guards, over all, 48 feet. Depth of hold in the clear, 5 feet 6 inches. Diameter of wheel, 22 feet. There is one main keelson of proportional dimensions running fore and aft from apron to stern, bolted with three-fourths inch round iron through floor timbers, with a washer on the head of each, and riveted. The hull is also secured with two bilge keelsons gained into floor timbers, and running the whole length of hull, fastened with a bolt three-fourths inch round through each frame, likewise two sister keelsons midway between the main and bilge keelsons; they extend the whole length of the hull, and are fastened with the same size and kind of iron. There are three bulkheads running from stem to stern, which, together with four rows of stanchions, support the main deck. The ceiling is $1\frac{1}{2}$ inches thick. The planks on the hull are $2\frac{1}{2}$ inches thick, and well fastened with spikes and butt bolted with five-eighths iron. The promenade deck and works above are in good order, put together plain and substantial. She is well constructed.

This boat has three cylindrical double-flue boilers 26 feet long and 3 feet 2 inches in diameter. They burn either bituminous coal or wood. They have evidently been turned upside down since they were first used, though their condition appears to be very good. We would recommend that the portion of the boilers now uncovered be bricked over, that the steam pipes be felted and cased, that the bridge walls be rebuilt, and that a steam gauge and salinometer pots be attached to them. She has two noncondensing engines of the ordinary Western river boat type, each one driving a wooden side-wheel 21 feet 8 inches in diameter. The stroke is 6 feet and the diameter of their cylinders 1 foot 5 inches; they are in fair condition, although very old. We would recommend that the keys at present used in the journals be replaced by others of the usual form, and that the port pillow block be secured more thoroughly in its place. The doctor or auxiliary pump is very poor, but the substitution of new brasses throughout and one new connecting rod will make it serviceable for some time. This report would have been more accurate if the examination of the boilers and engines had been made while under steam, but we believe that all repairs necessary to render them equal to any service that is likely to be required of them are herein specified.

Not being adapted to naval purposes, we would recommend her to be sold.

Very respectfully, your obedient servants,

PEIRCE CROSBY,
Commanding.

JOHN IRWIN,
Lieutenant-Commander.

WM. ROGERS,
Acting Chief Engineer.

T. W. RAE,
Second Assistant Engineer.

JOHN CRONAN,
Acting Carpenter.

Acting Rear-Admiral HENRY·K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting list of vessels of West Gulf Squadron for July 1, 1865.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, July 3, 1865.

SIR: I have the honor to forward herewith a tabular statement showing the names of the vessels of this squadron, their class, number of guns, names of commanding officers, and the position of the vessels on the 1st of July.

The *Cincinnati* is the Mississippi ironclad to be retained, but as her commanding officer, Lieutenant-Commander George Brown, has been out in this squadron for a long time, I have detached him from that vessel and ordered him to take command of the *Pocahontas*, which vessel is under orders to proceed North. I have at the same time detached Lieutenant-Commander R. R. Wallace, recently sent to this squadron for the command of the *Pocahontas*, and ordered him to the *Cincinnati*.

The *Manhattan* is at present in command of an acting master.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

Vessels of West Gulf Squadron July 1, 1865.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Albatross	Screw	7	Actg. Vol. Lieut. Geo. [H.] Mundy.	Coast of Texas.
Althea	Screw	1	.....	Sunk by torpedo; raised and to be put on ways Mobile.
Antona	Screw	5	Actg. Vol. Lieut. John F. Hard- den.	Off Galveston.
Aroostook	Screw	7	Lieut. Comdr. J. S. Skerrett ...	New Orleans, for repairs.
Arthur	Bark	6	Actg. Vol. Lieut. J. E. Stan- nard.	Pensacola Bay, to be sent North.
Augusta Dinsmore ..	Screw	4	Actg. Vol. Lieut. M. B. Crowell	Dispatch steamer between New Orleans and Texas.
Bloomer	Stern wheel.	2	.....	Sunk at East Pass, Pensa- cola Bay.
Buckthorn	Screw	2	Actg. Master W. M. Stannard ..	Off Mobile.
Carrabasset	Stern wheel.	6	Actg. Vol. Lieut. E. Leonard ..	New Orleans, for sale.
Cayuga	Screw	7	Lieut. Comdr. H. Wilson	Off Galveston, ordered to go North.
Charlotte	Schooner ...	2	Mate A. Whiting	Pensacola Bay.
Chickasaw	Ironclad ...	4	Lieut. Comdr. G. H. Perkins ...	On her way to New Orleans to be laid up.
Chocura	Screw	4	Lieut. Comdr. R. W. Meade, jr. (On leave at North.)	New Orleans, for repairs.
Cincinnati	Ironclad ...	11	Lieut. Comdr. R. R. Wallace ..	Off Mobile.
Clematis	Screw .....	.....	Actg. Vol. Lieut. S. P. Crafts ...	New Orleans.
Cornubia	Side-wheel .	5	Actg. Vol. Lieut. Comdr. J. A. Johnstone.	Off Galveston.
Corypheus	Schooner ...	4	Actg. Master and Pilot J. H. Collins.	Off Mobile, to be sold.
Cowslip	Side-wheel .	2	Actg. Ensign F. Ellms	Dispatch boat between Mo- bile Bay and New Orleans.
Elk	Stern wheel.	5	Actg. Vol. Lieut. N. M. Dyer ..	Off Mobile.
Estrella	Side-wheel .	3	Lieut. M. L. Johnson	Flagship.
Fearnot	Ship	5	Actg. Master A. Rich	New Orleans.
Fort Gaines	Stern wheel.	4	Actg. Master J. R. Hamilton ..	Lake Pontchartrain, to be sold.
Fort Jackson	Side-wheel .	7	Capt. B. F. Sands	Off Galveston.
Genesee	Side-wheel .	8	Lieut. Comdr. J. Irwin	Ordered North.
Gertrude	Screw	8	Actg. Vol. Lieut. B. C. Dean ..	Off Galveston.
Glasgow	Side-wheel .	2	Mate W. H. Childs (tempo- rarily).	On the ways at Mobile.

Vessels of West Gulf Squadron July 1, 1865—Continued.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Glide.....	Stern-wheel.	6	Actg. Master L. S. Fickett ...	Ordered to New Orleans; to be sold.
Grand Gulf.....	Screw	11	Comdr. J. Downes	New Orleans.
Hollyhock.....	Side-wheel	3	Pilot Benj. Tarbell	Do.
Ida.....	Screw			Sunk off Mobile by a torpedo.
Itasca.....	Screw	4	Lieut. Comdr. N. Green	Off Mobile.
J. C. Kuhn.....	Bark	6	Actg. Master Geo. F. Wilkins	Pensacola Bay, to go North, or to be sold here.
J. P. Jackson.....	Side-wheel	6	Lieut. Comdr. A. R. Yates.....	Pensacola Bay, to be sold, or go North.
Jasmine.....	Screw	2	Actg. Ensign F. J. Brenton.....	Pensacola Bay.
Kennebec.....	Screw	5	Actg. Vol. Lieut. Comdr. L. W. Pennington.....	Ordered to go North.
Kickapoo.....	Ironclad	4	Lieut. Comdr. M. P. Jones.....	On her way to New Orleans to be laid up.
Kittatinny.....	Schooner	6	Actg. Ensign E. D. Springer.....	Off Mobile, storeship.
Manhattan.....	Ironclad	2	Actg. Master J. Ross.....	At Head of [the] Passes, Mississippi River.
M. A. Wood.....	Schooner	3	Actg. Master A. C. Starrett.....	Mobile Bay.
Metacomet.....	Side-wheel	10	Commander P. Crosby.....	Off Mobile.
Meteor.....	Stern wheel	6	Actg. Vol. Lieut. Comdr. T. B. Du Bois.....	Off Mobile to be sold.
Milwaukee.....	Ironclad			Sunk by a torpedo in Blakely River.
Narcissus.....	Screw	1	Actg. Master W. Harcourt.....	Off Mobile.
New London.....	Screw	5	Actg. Vol. Lieut. W. Godfrey.....	Ordered North.
Nyanza.....	Stern wheel	6	Actg. Vol. Lieut. C. A. Bou-telle.....	Mississippi sound.
Octorara.....	Side-wheel	10	Lieut. Comdr. W. W. Low.....	Ordered North to be sold.
Oneida.....	Screw	12	Commander T. H. Stevens.....	Off Galveston.
Osage.....	Ironclad	2		Sunk by a torpedo in Blakely River.
Pampero.....	Ship	6	Actg. Master O. Colburn.....	New Orleans.
Pembina.....	Screw	5	Lieut. Comdr. J. G. Maxwell.....	New Orleans for repairs.
Penguin.....	Screw	7	Actg. Vol. Lieut. Jas. R. Beers.....	Off Galveston.
Penobscot.....	Screw	4	Lieut. Comdr. A. E. K. Ben-ham.....	Ordered North.
Pink.....	Screw	3	Actg. Vol. Lieut. S. Belden ..	Pensacola navy yard for re-pairs.
Pocahontas.....	Screw	6	Lieut. Comdr. G. Brown.....	Ordered North.
Port Royal.....	Side-wheel		Lieut. Comdr. B. Gherardi.....	Off Galveston.
Portsmouth.....	Sloop	18	Lieut. Comdr. S. R. Franklin.....	New Orleans.
Potomac.....	Frigate	42	Commander A. Gibson.....	Pensacola Bay.
Preston.....	Screw	3	Actg. Vol. Lieut. Jas. R. Wheeler.....	Off Galveston.
Princess Royal.....	Screw	7	Actg. Vol. Lieut. Comdr. C. F. W. Behm.....	Ordered North.
Rodolph.....	Stern wheel			Sunk in Blakely River by torpedo.
Rose.....	Screw	2	Actg. Ensign W. D. Maddocks ..	Off Mobile.
Sam Houston.....	Schooner	1	Actg. Vol. Lieut. and Pilot M. Freeman.....	Mobile Bay.
Sciota.....	Screw		Actg. Vol. Lieut. J. W. Ma-gune.....	Ordered North.
Sebago.....	Side-wheel	10	Lieut. Comdr. D. B. Harmony ..	Do.
Selma.....	Side-wheel		Actg. Master J. H. Allen.....	New Orleans.
Seminole.....	Screw	9	Commander A. G. Clary.....	Ordered North.
Stockdale.....	Stern wheel	6	Actg. Vol. Lieut. T. Edwards ..	Off Mobile.
Tallahatchie.....	Stern wheel	6	Actg. Master T. J. Linnekin ..	Off Mobile to be sold.
Trefoil.....	Screw	3	Actg. Master C. C. Wells.....	Dispatch boat between Mo-bile and Pensacola bays.
Tritonia.....	Side-wheel	3	Actg. Vol. Lieut. Geo. Wiggins ..	Pensacola navy yard for re-pairs.
Vincennes.....	Sloop	10	Actg. Vol. Lieut. Wm. M'Gloin ..	Off Ship Island, ordered North.
Virginia.....	Screw	7	Actg. Vol. Lieut. C. H. Brown ..	Off Galveston, ordered North.
W. G. Anderson.....	Bark	8	Actg. Master H. Tibbits.....	New Orleans, to go North.
Winnebago.....	Ironclad	4	Lieut. Comdr. W. A. Kirkland ..	On her way to New Orleans to be laid up.
Baltic.....	Side-wheel		Actg. Ensign L. R. Vance.....	Off Mobile, a prize.
Black Diamond.....	Side-wheel		Actg. Ensign F. R. Iaschke.....	Do.
Morgan.....	Side-wheel	8	Actg. Vol. Lieut. C. J. Gibbs ..	Do.
Nashville.....	Ironclad	4		A prize, aground at junction of Alabama and Tensas rivers.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding the recovery of light-house apparatus stored at St. Martinsville, La.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile City, Ala., July 1, 1865.

SIR: I have the honor to enclose herewith to the Department a copy of Acting Volunteer Lieutenant Ezra Leonard's report in relation to the recovery of some light-house materials stored at St. Martinsville, La.

Orders have been given to turn this property into the Reading Press, at New Orleans, La., subject to the order of the Light-House Board at Washington.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CARRABASSET,
Off Brashear City, June 21, 1865.

SIR: I have the honor to report that having learned that the illuminating apparatus of three of the light-houses off the coast of Louisiana (viz, Ship Shoal, Shell Keys, and S. W. Reef light-houses) had been stored at St. Martinsville, La., I left this place on the 17th instant in search of them. At Franklin, La., I took on board Mr. R. N. McMillan, formerly U. S. collector for the district of Teche, and then proceeded to [St.] Martinsville, where I found them stored in the warehouse of Messrs. Broussard and Testrow, and took them all on board. They consist of prismatic lenses, reflectors, lanterns, plate glass, chimneys, tools, machinery, block, oil, tanks, oil feeders, etc. I believe nothing is broken, but they are in bad order, having been stored three years. I consider it my duty to take charge of this property for the U. S. Government, as it is very valuable, and a longer delay would have caused the necessity of transporting them by land, as the Bayou Teche is falling fast. I would also report that some damage was done to the light woodwork of this vessel in going up the bayou after the property.

I am, sir, very respectfully, your obedient servant,

EZRA LEONARD,
Acting Volunteer Lieutenant and Senior Officer Present.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report of a board of officers for the execution of Department's instructions in the reduction of the naval force in the Gulf.

No. 212.]

WEST GULF SQUADRON,

U. S. Flagship Estrella, off City of Mobile, Ala., July 1, 1865.

SIR: I have had the honor in a previous communication to acknowledge the receipt of the Department's dispatch of May 31, ordering the reduction of the squadron, and directing that such of the surplus purchased vessels as can possibly be sold at New Orleans may be retained there for that purpose, and will be sold under direction of the Chief of the Bureau of Construction.

I have appointed Commander John Downes, Lieutenant-Commander William Mitchell, Acting First Assistant Engineer J. C. Cree, and Carpenter G. E. Burcham, a board to carry out the instructions of the Bureau of Construction and Repair, and herewith submit a copy of my orders to them. (Enclosure, marked No. 1.)

Commander Downes relieved Captain T. P. Greene as senior officer at New Orleans, gone North with the *Richmond*.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

WEST GULF SQUADRON,

U. S. Flagship Estrella, off Mobile, June 29, 1865.

GENTLEMEN: You are hereby appointed a board to carry out the following instructions, which are given to you in accordance with orders from the Navy Department and refer to the sale of vessels of the West Gulf Squadron.

1. Before any vessel is advertised for sale, you will make a careful appraisalment of the value which the said vessel ought fairly and justly bring at public sale in the condition in which she stands when offered for sale, keeping in view the condition of the hull and machinery and the work to be done to them. (See copy of communication from the Bureau of Construction and Repair, dated May 30, hereto appended, marked "A.")

2. Before any of the vessels usually known as tinclads are offered for sale, the iron plating intended to protect the boilers and machinery, as well as the crew at the guns, will be removed, and the fresh water apparatus, with the tanks; this work to be done by the officers and crew before the vessels go out of commission.

3. Before offering any vessel for sale, the armament, nautical instruments, navy anchors and chains, stores and iron ballast, if any, will be removed, but the furniture, cooking utensils, sails, a sufficient number of casks, scuttlebutts, boats, etc., usual in the merchant service, should go with the vessel. (See copy of communication from the Bureau of Construction and Repair hereto appended, marked "B." dated June 2, 1865.)

4. The advertisements for the sale of the vessels will be made in my name, as the commanding officer of the West Gulf Squadron, and inserted in one public newspaper in the cities of New Orleans, Memphis, and St. Louis. (See copy of communication from the Bureau of Construction and Repair, dated May 30, hereto appended, marked "C.")

5. When a vessel is sold at public sale, the auctioneer will receive such sum for his services as may have been agreed upon by the board, not, however, in any event to exceed 1 per cent of the amount for which the vessel is actually sold. In the case where there is no bid, or the vessel is withdrawn, the auctioneer will be paid \$25 for his services, where the limit placed on the value exceeds \$5,000. Where the limit is less than \$5,000, the auctioneer will be paid such sum as the board may consider sufficient, not to exceed one-half of 1 per cent. The bill of sale will be signed by the board on behalf of the Navy Department, and the registered dimensions required by the new tonnage law will be inserted in the bill of sale for the identification of the vessels. These dimensions will be measured by the board and must be inserted in the advertisement. (See copy of communication from the Bureau of Construction and Repair, dated May 12, hereto appended, marked "D.")

6. When the vessel is sold at public auction, the purchaser will be required to deposit at once with the president of the board the sum of 5 per cent of the proceeds of the sale, and the purchase money must be paid within six days from the day of sale to the president, who will deposit the same with the fleet paymaster of the West Gulf Squadron to the credit of the appropriation of construction and repair, and forward the certificate of the said deposit to the Bureau. (See copies of communications from the Bureau of Construction and Repair marked "D" and "E.") The bill of sale will be made out by the board.

7. When vessels are ordered to be sold, you will have a general inventory made of what is to be disposed of with the vessel, as masts, rigging, sails, boats, furniture, etc., stating the general numbers, quantity, and description of articles, which parties can see when they examine the vessel with a view to bid. In the advertisement the diameter of the cylinder and the stroke of the piston must be mentioned. (See communication from the Bureau of Construction and Repair, dated May 15, 1865, marked "F.")

8. The Bureau has instructed me that if I am not able to dispose of some of the Mississippi boats now, it will be better to retain them a while than to have them sacrificed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Commander JOHN DOWNES.

Lieutenant-Commander WM. MITCHELL.

Acting First Assistant Engineer JOSEPH C. CREE.

Carpenter G. E. BURCHAM.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Chickasaw, to proceed to New Orleans.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, Ala., July 2, 1865.

SIR: As soon as the *Chickasaw* is ready for sea, you will proceed to New Orleans, in tow of the U. S. S. *Sebago*, and report to Commander Downes, senior officer at that place.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
 Lieutenant-Commander GEO. H. PERKINS, U. S. Navy,
Commanding U. S. S. Chickasaw, off Mobile, Ala.

[Endorsement.]

This takes effect when the court adjourns.

E. SIMPSON, *Fleet Captain.*

Letter from Major-General Granger, U. S. Army, to Captain Sands, U. S. Navy, transmitting papers captured on the U. S. steamers Harriet Lane and Morning Light.

HEADQUARTERS DISTRICT OF TEXAS,
Galveston, July 2, 1865.

CAPTAIN: I have the honor to forward herewith records and papers, public and private, captured by the rebels on the *Harriet Lane* and *Morning Light*. They have been delivered to me by an officer of the late so-called Confederate district court.

Very respectfully, your obedient servant,

G. GRANGER,
Major-General Commanding.

Captain B. F. SANDS, U. S. Navy,
Commanding Second Division West Gulf Squadron.

Letter from Captain Sands, U. S. Navy, to Major-General Granger, U. S. Army, acknowledging letters and papers from the Confederate district court.

U. S. S. FORT JACKSON,
Off Galveston, Tex., July 2, 1865.

GENERAL: I have the honor to acknowledge receipt of your communication of this day's date, forwarding records and papers, public and private, captured by the rebels on the *Harriet Lane* and *Morning Light*, which had been delivered to you by an officer of the so-called Confederate district court.

Very respectfully, etc., your obedient servant,

B. F. SANDS,
Captain, U. S. Navy,
Comdg. Second Division West Gulf Squadron.

Major-General G. GRANGER,
Commanding District of Texas.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, restricting the use of Confederate titles.

NAVY DEPARTMENT, July 6, 1865.

SIR: The Department has noticed that the several communications to the President from rebel officers, forwarded by you, bear an official signature, and it informs you that this is unnecessary, if not inappropriate.

In speaking of them in official dispatches you will avoid giving them any title derived from their position in the rebel service.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving his opinion regarding the transfer of Mississippi River monitors to the Atlantic coast.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, July 6, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch, dated June 20, and in reply thereto to state that, in my opinion, no one of the Western river monitors, with the Eads platform, could make the voyage from this bay to the Chesapeake with reasonable safety.

On the passages to and from the Mississippi River it was necessary to watch for a smoother sea and to make the trips via the Mississippi Sound and inside the Chandeleurs.

Their frames are very weak and they can only be made serviceable in perfectly smooth waters.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, for the reduction of the squadron under his command.

NAVY DEPARTMENT, July 7, 1865.

SIR: The West Gulf Squadron, under your command, will be reduced, with as little delay as possible, to 12 vessels in all, which number is to embrace tugs, storeships, etc. You can select that number of vessels and send all others North.

Pensacola is to be regarded as the headquarters of the squadron, and all necessary repairs must be made there. You will discontinue all other workshops within the limits of your command, now car-

ried on under your orders or those of your predecessor or the orders of the late commanding officer of the East Gulf Squadron, and pay off the hired employés, sending North those who wish a passage. Work needed in the squadron, which is not done at Pensacola, must be executed by the men composing the crews of the vessels. Key West as a naval station will be discontinued. It can still be used as a coal depot and for the accommodation of stores.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the raising of the U. S. S. Sciota and departure for Pensacola.

WEST GULF SQUADRON,
U. S. Flagship Estrella, Mobile Bay, Ala., July 7, 1865.

SIR: The U. S. S. *Sciota*, Acting Volunteer Lieutenant J. W. Magune, commanding, which was sunk by a torpedo, as reported to the Department in my dispatch No. 61, has been raised, repaired, and sent round to Pensacola for her armament, with orders to proceed from thence to New York. This vessel would have been detained in the squadron, but for the reason that docking her after her misfortune will be a measure of prudence. The dock at this port is constantly in use by the army and of no service to the navy.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, of his assuming command of the Gulf Squadron.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 13, 1865.

SIR: I have the honor to report to the Department that on the 9th instant I received a letter * from Acting Rear-Admiral C. K. Stribling, informing me that on the 5th instant he had given up the command of the Eastern Gulf Squadron.

I have, therefore, as ordered by the Department, taken command of the Gulf Squadron.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

* See Series I, volume 17, p. 861.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the condition of the U. S. S. Fort Donelson.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, July 13, 1865.

SIR: I have the honor to report that the U. S. S. *Fort Donelson* has arrived on this station and that her commanding officer, Acting Master George W. Frost, reported to me on the 11th instant that his vessel was very much out of repair in her machinery, she being able to make but 6 or 7 knots under most favorable circumstances. I therefore ordered a survey, the result of which determined me to send her North, after giving her sufficient repairs to enable her to reach there. Another objection to the *Fort Donelson* is her large consumption of coal compared with the small amount of service which she is able to perform. I forward herewith the report of the survey held upon the vessel here, and also copies of reports on her condition sent from Fortress Monroe, Beaufort, N. C., and Port Royal, S. C.

Very respectfully, your obedient servant,

H. K. THATCHER.

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving list of vessels detached from his command.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, July 13, 1865.

SIR: I have the honor to inform the Department that in obedience to its orders contained in its dispatch of the 31st May, I have sent North the following vessels not before reported:

Date.	Vessel.	Ordered to—
July 10.	Sebago.....	New York.
July 12.	Genesee.....	Philadelphia.
July 12.	Princess Royal.....	Do.
July 12.	New London.....	Boston.
July 13.	Penobscot and Cayuga.....	New York.
July 13.	Sciota and Pocahontas.....	Do.
July 13.	Vincennes.....	Boston.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, to proceed to Philadelphia.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 14, 1865.

SIR: You will proceed with the U. S. S. *Metacomet* under your command to this place and report to the senior officer afloat; also to Commander James F. Armstrong, commandant of the navy yard, for such necessary repairs as will enable your vessel to make the passage North.

After turning over to the commandant here all surplus stores, also all medical property to the surgeon in charge of the hospital, you will proceed to Philadelphia and report to the commandant of the navy yard there, and also to the Navy Department by letter, enclosing a copy of this order.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, Mobile Bay.

Report of Commander Crosby, U. S. Navy, regarding two boats taken by him from shipyard of John Mahoney, of Algiers, La.

U. S. S. METACOMET,
Mobile Bay, July 14, 1865.

SIR: In answer to the Department's communication to me of the 23d of June, in relation to the two boats taken by me from the shipyard of John Mahoney, of Algiers, La., I have to state that the boats were found in the same shipyard that the rebels were building iron-clad vessels in, the frames of which were cut up and destroyed, as our vessels approached New Orleans on the day of its capture; and there were also several launches just built, with pivots and tracks laid for carrying guns, all ready for launching, and everything indicative that all the property, including the boats I took for the *Pinola*, and which were regular naval built boats, belonged to and were intended for the use of the enemy against us.

At the time I took the boats the owner of them had left with many others, no doubt from fear of being made a prisoner.

Admiral Farragut directed me to seize the launches referred to in the yard, but before I had time to do so they were stolen away.

I believed the owners of the boats to be rank rebels, doing all they could against us, and that is the reason I did not pay for them at the time of taking them.

I gave the note enclosed, stating that I had taken the boat, to show that I held myself responsible for my acts, and in case the parties could prove themselves loyal to the Government, or if their claims were considered good, might get pay for their property.

The *Pinola* lost all her boats in the fight and passage of Forts Jackson and St. Philip, except the launch, and those taken from the shipyard were exactly the kind she needed.

The boats taken from Mr. Mahoney were worth about \$300.

Very respectfully, your obedient servant,

PEIRCE CROSBY, *Commander.*

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.

SIR: You will take in tow the U. S. S. *Cincinnati* and proceed with the U. S. S. *Metacomet* under your command to New Orleans, and on your arrival there report to Commander John Downes, senior officer present. You will then return to your present anchorage off Mobile.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, Mobile Bay, Ala.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving additional list of vessels withdrawn from the Gulf.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.

SIR: I have the honor to inform the Department that I have to-day issued orders to the following-named vessels, heretofore attached to the East Gulf Squadron, to proceed North, after landing their surplus stores at Key West:

Vessel.	Class.	Ordered to—
Honduras	Steamer	New York.
Hendrick Hudson	do	Philadelphia.
Hibiscus	do	New York.
Spirea	do	Do.
Yucca	do	Boston.
Clyde	do	Philadelphia.
George Mangham	Supply schooner	New York.

The U. S. supply steamer *New Berne* sails from this port this evening with the foregoing orders.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, of the sailing of the U. S. S. Kennebec for Boston.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.

SIR: I have the honor to report the sailing this day from Pensacola Bay of the U. S. S. *Kennebec*, Acting Volunteer Lieutenant Commander L. W. Pennington, ordered to Boston.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Stevens, U. S. Navy, commanding Texas division of the Gulf Squadron, requesting instructions.

U. S. S. ONEIDA,
Off Galveston, July 17, 1865.

ADMIRAL: In obedience to your orders, I relieved Captain Sands (who sailed yesterday for Pensacola) in command of the Texas division of the Gulf Squadron.

The instructions which Captain Sands turned over to me as my rule of conduct do not contemplate the change in the condition of the country, the return of peace, the restoration of the national authority, and the opening of the ports to commerce, and consequently, the cessation of the blockade. I have therefore respectfully to request your instructions in this new condition of affairs, and would also respectfully recommend, should a force be kept for any length of time, it should be composed of vessels drawing not over 10 feet of water, which draft will enable them to enter the ports of most importance upon the coast. The *Oneida*, *Antona*, *Albatross*, and *Penguin* all draw too much water to cross a single bar upon the coast, and, being obliged to anchor on an exposed coast, are compelled to keep up steam at the expense of fuel, which is saved by vessels that can enter the ports.

The army is now in full possession of the State, and everything is going on peacefully and tranquilly.

Your obedient servant,

T. H. STEVENS.

Acting Rear-Admiral THATCHER.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, stating causes of delay in an entire execution of Department's orders for the reduction of the naval force in the Gulf.

GULF SQUADRON,
U. S. Flagship *Estrella*, Pensacola Bay, July 15, 1865.

SIR: I have the honor to acknowledge the receipt of your telegram of the 12th instant, requiring me to reduce this squadron to twelve vessels, including tugs and storeships, to send all others North, and to make Pensacola my headquarters; to discontinue all workshops at other points, pay off and send home hired employés, work on vessels not required to be done at Pensacola to be done by men of the squadron. Key West can be used as a coal and store depot. When reduction is made, send home all fleet staff officers except a fleet captain, a fleet lieutenant, secretary, acting ensign, and a clerk.

I am now engaged in transporting engineers' stores from New Orleans by the *Pampero* and have detained the *Anderson* at New Orleans to receive the ammunition coming down the river, as the *Fearnot* will be insufficient without her. One of the tinclads is now engaged in raising the monitor *Osage*, sunk by a torpedo in Blakely River, and there is a reasonable prospect of being able to save that monitor. All the work is being done by the navy under the immediate superintendence of Acting Volunteer Lieutenant-Commander Du Bois, who has proved himself competent and indefatigable in the execution of this duty. The only considerable expense attending the raising of these vessels has been in the necessary employment of divers and steam pumps, but our success has so far been highly satisfactory. The *Sciota* has been raised, repaired, and sent North. The tugs *Glasgow* and *Althea* have been raised and are being put in order for service, and I trust that ere long I shall have the *Osage* moved beside her sister monitors at New Orleans. The work now going on may somewhat delay the entire execution of the Department's last order, for to carry it out literally now would involve the abandonment of the sunken vessels in the waters of Mobile Bay.

I would respectfully suggest the detention here of the schooner *Charlotte*, to be used as a transport for coal to Mobile Bay and other points, as she can be sailed very cheaply. One acting ensign and six or seven men would be sufficient for her and would save the heavy demurrage to which we now have to submit when employing chartered vessels to points where we have no depot.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

PENSACOLA, July 16, 1865.
(Received July 19, 1865—9:45 a. m.)

I have the honor to inform the Department that I have received its telegram* of the 12th instant, which orders I shall obey soon as pos-

* Substantially the same as letter from Department, dated July 7, 1865.

sible. The large accumulation of ammunition at this place renders the detention here of the *Anderson*, *Kuhn*, *Pampero*, and *Fearnot* indispensable to its safety. Shall I detain them? The schooner is also required for transportation—coal.

Very respectfully, etc.,

H. K. THATCHER,
Acting Rear-Admiral, Commanding.

Hon. G. WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the movement of U. S. vessels northward.

No. 247.]

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 22, 1865.

SIR: I have the honor to inform the Department that the *Virginia* (iron vessel) sailed from this bay for Philadelphia on the 17th instant, and the *Seminole* for Boston and the *Octorara* for New York on the 20th. The *Fort Jackson* leaves to-day.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving list of vessels sent North.

No. 258.]

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 27, 1865.

SIR: I have the honor to report to the Department the departure of the following vessels of this squadron for the North since my dispatch, No. 247:

Date.	Vessel.	Commanding officer.	Ordered to—
July 25	Cornubia (iron vessel)	Act. Vol. Lt. Comdr. [J. A.] Johnstone.	Philadelphia.
July 26	Preston (iron vessel)	A. Vol. Lt. [J. R.] Wheeler...	Do.
Do	Oneida	Lt. Comdr. F. H. Stevens	New York.
July 27	Albatross	Act. Vol. Lt. G. Mundy	Boston.
Do	Antona (iron vessel)	Act. Vol. Lt. [J. F.] Harden..	Philadelphia.

I have sent the *J. P. Jackson* to New Orleans to be sold.

Very respectfully, etc.,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding wishes expressed by the governor-general of Havana regarding the C. S. ram Stonewall.

GULF SQUADRON,
U. S. Flagship Estrella, Key West, Fla., August 3, 1865.

SIR: I have the honor to inform the Department that I sailed from Pensacola in the *Fort Morgan* on her return trip to Key West on the 28th ultimo, touching at Havana to communicate with the U. S. consul at that port. I arrived there on Sunday, 30th, and sailed for this port on the 1st instant.

On Monday, the 31st ultimo, during a call of ceremony at the residence of the governor-general, he expressed a wish to deliver to my custody the ram *Stonewall*, and informed me that she was fully coaled, and that all her stores and supplies were on board, but in the absence of instructions from the Department in relation to this vessel I did not feel authorized to act.

The health of this port continues good.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, with enclosures regarding measures for the relief of American citizens in San Domingo, West Indies.

GULF SQUADRON,
U. S. Flagship Estrella, Key West, August 3, 1865.

SIR: I have the honor to forward herewith (marked No. 1) a copy of a communication from Vice-Consul Thomas Savage, Havana, giving certain information of the condition of things at the city of San Domingo, derived from our commercial agent there, who states that the lives and property of our citizens are in the greatest danger, and urging the presence of a United States vessel of war.

I have dispatched the *Mercedita* to that place, to take all necessary steps to protect the lives and property of American citizens. Enclosed herewith (marked No. 2) is a copy of my orders to Lieutenant-Commander M. Haxtun. On his return I shall send the *Mercedita* North.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. CONSULATE-GENERAL,
Havana, July 24, 1865.

SIR: I have just received the following communication from our commercial agent at the city of San Domingo (Dominican Republic), dated 8th instant. Circumstances oblige me to write you a second request to urge some United States steamer of war to come to this port, as I have reason to believe that the lives and property of our citizens are in the greatest danger.

This is the first letter that has reached this office from that officer since he left Havana last May.

Many days will elapse before I shall have it in my power to send a dispatch to Cape Haitien, which I believe is the headquarters of the West India Squadron.

I am, very respectfully, your obedient servant,

THOS. SAVAGE,
Vice-Consul-General.

Rear-Admiral THATCHER,
Commanding Gulf Squadron.

U. S. FLAGSHIP ESTRELLA,
Key West, Fla., August 2, 1865.

SIR: Enclosed is a copy of communication from Thomas Savage, U. S. vice-consul at Havana, representing that the interests of our countrymen at the city of San Domingo are seriously endangered. You will therefore proceed with the *Mercedita* under your command to the city of San Domingo and put yourself at once in communication with our commercial agent there, and take all necessary steps to protect the lives and property of American citizens at that place.

If on your arrival at San Domingo you are satisfied that the presence of a man-of-war is necessary, you will report to me at the earliest opportunity; but if you are satisfied that your presence there is not required, you will return to this anchorage and report to me the state of affairs.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Mercedita, Key West, Fla.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, of arrival at Key West and progress upon works at that place.

GULF SQUADRON,
U. S. Flagship Estrella, Key West, Fla., August 3, 1865.

SIR: I have the honor to inform the Department that I arrived at this port on the 1st instant. I have discharged all the workmen from the machine shop here (with the exception of the foreman, who is

temporarily detained for the transfer of the property) and offered passage North to such of them as desired to avail themselves of it.

The work of altering the storehouse and constructing the coal wharf is progressing satisfactorily under the able supervision of Acting Assistant Paymaster Philbrick. The speedy completion of the storehouse is very desirable, as the Department will then be released from the heavy rent demanded for the building now occupied as such.

After having disposed of the vessels here advantageously, I shall return to Pensacola, Mobile, and New Orleans.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the sending of the U. S. steamers Trefoil and Yucca for the removal of the wreck of the U. S. S. San Jacinto.

GULF SQUADRON,

U. S. Flagship Estrella, off Key West, August 4, 1865.

SIR: I have the honor to inform the Department that yesterday evening I dispatched the U. S. steamers *Trefoil* and *Yucca* to No Name Key, [Fla.], [No Name Cay, Abaco Island?], the *Trefoil* to take on board all material remaining on the key from the wreck of the *San Jacinto* and proceed thence to Boston; the *Yucca* to receive on board for passage here the agent of the salvors and all papers necessary to settle the claims of the said salvors.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure of three vessels for the North.

GULF SQUADRON,

U. S. Flagship Estrella, off Key West, August 4, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Hibiscus*, Acting Volunteer Lieutenant W. L. Martine, sailed from this port this morning for New York. The *Spirea* will follow in a few days.

The *Fort Morgan* left at daylight direct for New York. The *Bermuda* came in to-day from Philadelphia.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure of vessels for the North.

GULF SQUADRON,
U. S. Flagship *Estrella*, Pensacola Bay, August 11, 1865.

SIR: I have the honor to report that during my absence at Key West the following vessels of this squadron arrived at Pensacola and, after landing their surplus stores, proceeded North:

Vessel.	Date.	Sailed for—
Metacomet.....	August 1	Philadelphia.
Penguin	August 3	Boston.
Augusta Dinsmore.....	August 5	New York.
Itasca.....	do	Philadelphia.
Bark Arthur.....	August 8	New York.

Since the departure of Fleet Lieutenant M. L. Johnson, condemned by medical survey, the *Estrella* has been commanded by Fleet Captain Commander Simpson.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure for the North of the U. S. S. Kittatinny, and preparation of other vessels.

GULF SQUADRON,
U. S. Flagship *Estrella*, Pensacola Bay, August 15, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Kittatinny* sailed from this port yesterday evening for New York.

The *Tritonia* is in dock at Mobile, and so soon as repaired sufficiently to undertake the voyage North, she will follow. The *Pink* will be ready to go North in a few days.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting permission to retain the U. S. tug Glasgow under his command.

GULF SQUADRON,
U. S. Flagship *Glasgow*, Mobile Bay, August 19, 1865.

SIR: I respectfully request leave to detain the tug *Glasgow* in this squadron as a tender to the flag-steamer *Estrella*. The *Glasgow* had been fitted with accommodations for part of the staff before I assumed

command of this squadron, and is extremely useful for rapid movements in smooth and shallow waters, drawing but 6 feet and consuming $6\frac{1}{2}$ tons in twenty-four hours' steaming, easily attaining 12 miles an hour under favorable circumstances.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Secretary of the Treasury to the Secretary of the Navy, requesting instructions regarding the recovery of vessels used as obstructions in Mobile Bay.

TREASURY DEPARTMENT, *August 23, 1865.*

SIR: The collector of customs at Mobile, Ala., advises me of the applications of persons "claiming to be owners, by Confederate purchase, to raise and take possession of the wrecks of vessels and machinery now obstructing the harbor of Mobile and its approaches."

These articles were probably sunken by the authorities of the so-called Confederate States, and should now be regarded as captured and surrendered property.

I have the honor to ask whether the Navy Department will take charge of the recovery of this property as needed for Navy use, or whether the agents of the Treasury Department shall be authorized to collect this with other captured property.

Respectfully,

HUGH McCULLOUGH,
Secretary of the Treasury.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

It is respectfully suggested that the admiral commanding the Gulf Squadron be directed to have these wrecks raised, in behalf of the Navy Department.

JOHN LENTHALL.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure of the U. S. S. Pembina for Boston.

GULF SQUADRON,
U. S. Flagship Glasgow, off Mobile, August 30, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Pembina* sailed from Pensacola on the 22d instant, under the command of Lieutenant-Commander M. P. Jones, for the port of Boston.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding expedition of the U. S. S. Mercedita to San Domingo, West Indies.

GULF SQUADRON,
U. S. Tug Glasgow, Mobile Bay, September 18, 1865.

SIR: In my dispatch No. 262, dated August 3, from Key West, I informed the Department that in consequence of a communication from Vice-Consul Thomas Savage, Havana, relating to the condition of things at San Domingo, I had dispatched the *Mercedita* to that port.

I now enclose a copy of the report of Lieutenant-Commander M. Haxtun of his mission, showing that there was no real necessity for his presence there.

I have ordered the *Mercedita* to proceed to New York.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MERCEDITA, 3D RATE,
Key West, August 26, 1865.

SIR: I have the honor to report that, in obedience to your orders of August 3, I left Key West on the morning of the 4th and anchored in the harbor of San Domingo on the 11th instant.

I immediately went ashore and communicated with the U. S. commercial agent, Mr. Jones.

I was met on the wharf and accompanied to his residence by Mr. Cazenove, an American gentleman who had diplomatic relations on the part of our Government with that of the Dominicans during the Administrations of Presidents Pierce and Buchanan.

Mr. Jones expressed himself delighted to see me and to see an American man-of-war, and he remarked what he had written to Savage—for God's sake send a man-of-war there, that he wanted more nationality.

Mr. Jones was in a very tremulous and disordered state; he talked in an incoherent and unconnected way and gave evidence of having been under the influence of liquor for some time.

He gave me no information, and he said nothing to establish the fact of there having been or there being any necessity for the presence of an American man-of-war in the island of San Domingo. At about the time of the evacuation of the island, last month, an English and French man-of-war visited that port, and the representatives of those powers were evidently waiting for the reorganization of the Dominican Government to extend and maintain their influence.

I was assured that before and since Mr. Jones wrote the letter calling for a man-of-war, a copy of portions of which you enclosed to me, everything has been perfectly quiet and orderly and there have been no indications of any disturbance whatever.

On the departure from the island early in July, General Gandara, commanding the Spanish forces, issued a proclamation announcing that the blockade of all the ports and coasts of the Dominican territory should continue.

I saw no Spanish man-of-war on the southern coast of San Domingo, and I was assured by Mr. Cazenove and others that no effort had been made by the Spaniards to maintain the blockade of any port.

The country is politically in an unsettled state; there is a provincial President and Congress, and a revolutionary movement had taken place against them in and about the city of San Domingo, but it was probable that ere long an election for a President and a Congress would be ordered throughout the country, and the Government would then proceed in the regular channels as before the Spanish invasion.

I left the harbor of San Domingo on the 14th instant, and on the 15th, finding our ability to reach Key West with the existing stock of coal contingent on the continuance of smooth weather, I deemed it prudent to touch at Kingston, Jamaica, and obtain sufficient to insure making the passage.

I arrived there on the morning of the 17th, obtained 20 tons of Welsh coal at the moderate price of \$10 per ton, left on the 21st, and anchored here this forenoon.

Very respectfully, your obedient servant,

M. HAXTUN,
Lieutenant-Commander.

Acting Rear-Admiral H. K. THATCHER,
Commanding Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding the loss of the U. S. S. Pink on Dauphin Island.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, September 26, 1865.

SIR: I have the honor to enclose herewith a report of Acting Volunteer Lieutenant Samuel Belden, late commanding U. S. S. *Pink*, of the loss of that vessel on Dauphin Island on the 23d instant. Every effort will be made to save the property which can be reached, and a court of enquiry ordered to investigate the circumstances of the loss.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

DAUPHIN ISLAND, *September 23, 1865.*

SIR: I have to report the probable loss of the U. S. S. *Pink* while on the passage from New Orleans to Mobile. I crossed the bar at Pass à l'Outre at 3:20 a. m. of the 22d instant, the [wind] blowing a

moderate breeze from the N. E.; during the forenoon the wind increased to a fresh gale, with an ugly cross sea, giving the vessel so much motion as to cause the compasses to swing at times eight or ten points.

At about 3:10 a. m. of the 23d, while steering in to make Sand Island light, using the lead frequently, and supposing the vessel to be to the eastward of Sand Island, she struck the bottom; the engine was immediately stopped and backed, but the high sea and strong wind prevented the possibility of backing her off, and she continued to drive up on the land.

At daylight, the weather being more moderate, I attempted to get her off by laying out an anchor; but after swamping a boat, thus letting the anchor go at too short a distance from the vessel to be of any service, and the surf getting heavier every moment, the wind at this time having veered to the S. E., I gave up the idea of getting her off with the means at my command and sent a gang of men with an officer on shore to erect a tent with the sails and awnings belonging to the vessel, employing the rest of the ship's company at getting provisions, water, and other necessary articles on shore, in order that in the event of being obliged to leave the vessel, we should have shelter and food on shore.

At about 6 p. m., the vessel having bilged and being half full of water, I ordered the officers and crew to get their effects on shore, and to go on shore themselves for the night, intending to return to the vessel to-morrow and save the movable portion of her equipment.

Everything on board may be removed as soon as the weather moderates, but there is no place on this part of the island where the things may be stowed, on account of the lowness of the land. I would very respectfully suggest that a vessel of some kind be sent into Mississippi Sound to receive such articles as may be removed.

I dispatched an officer to Fort Gaines this morning to communicate the news of the disaster to you, but he returned unsuccessful, there being no means of communicating with Mobile from Fort Gaines.

I have to speak in the highest terms of the conduct of the officers and crew of the vessel, of the manner in which they worked, and of their orderly conduct while endeavoring to get the vessel off and when leaving the vessel.

I shall remain by the vessel until the receipt of orders to the contrary from superior authority.

I have the honor to be, very respectfully, your obedient servant,

SAML. BELDEN,

Acting Volunteer Lieutenant.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the laying up of ironclads in the Mississippi River.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, September 27, 1865.

SIR: I have the honor to inform the Department that the ironclads *Manhattan*, *Lafayette*, *Choctaw*, *Cincinnati*, *Tennessee*, *Kickapoo*, *Winnebago*, and *Chickasaw* are now laid up on the Algiers side of the Mississippi River, about one mile below Slaughter House Point.

A copy of a detailed report of Acting Volunteer Lieutenant-Commander William Hamilton, the officer in charge of ironclads, has been forwarded to the Bureau of Construction and Repair, with a dispatch in which its attention was called to the suggestions of that officer.

A copy of the report by Acting Chief Engineer William Roberts, superintending engineer of ironclads, has also been forwarded to the Bureau of Steam Engineering.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving list of vessels comprising the Gulf Squadron under his command.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, October 10, 1865.

SIR: I have the honor to acknowledge the receipt, on the 6th instant, of the Department's dispatch of the 9th ultimo, advising me that the semimonthly report of vessels composing the squadron has not been received for some time past and that the names of the twelve vessels to be retained have not yet been furnished to the Department, etc.

The semimonthly reports referred to were discontinued after I had received the Department's orders to reduce the squadron, inasmuch as most of the vessels were constantly changing their positions, preparatory to being sent North or engaged in removing stores and other property from Mobile and New Orleans to Pensacola. Every vessel, however, as soon as she left the squadron was reported to the Department.

The twelve vessels retained from the East and West Gulf squadrons to constitute the present Gulf Squadron, are as follows: *

The Department will perceive that in this entire list there is no vessel fit to be used as a flagship for a cruise at sea, particularly in the winter season, none of them, except the *Estrella*, having accommodations for myself and staff, and the *Estrella* certainly is not adapted to this end. Of the above-named vessels I shall soon be able to dispense with the *M. A. Wood*, and in all probability the tug *Marigold*,

* See enclosure No. 1, table No. 1.

in which case I shall respectfully request the Department to send me two seagoing vessels in their place.

In addition to the twelve vessels above named, I have been authorized by the Department to retain permanently in the squadron four other vessels, viz, the schooner *Charlotte*, for the transportation of coal, and the side-wheel steamer *Cowslip*, as a dispatch boat between Pensacola, Mobile, and New Orleans, the side-wheel steamer *Glasgow* as a tender to the flagship, and the screw steamer *Yucca* as a dispatch boat between Havana and Pensacola. The names of these vessels and of their commanding officers are given in enclosure No. 2, table No. 2. The *Cowslip* having, as before reported to the Department, been sunk and raised, is not yet in running order, and the *Tritonia* is, therefore, used for the present in her place. As soon as the *Cowslip* is repaired, the *Tritonia* will either be sent North or disposed of here.

By the Department's dispatch of July 19 I was authorized to retain temporarily certain vessels needed for the safety of accumulated ammunition, etc., to wit, the *W. G. Anderson*, *Fearnot*, *J. C. Kuhn*, and *Pampero*. These vessels have been in constant use, but so soon as all the stores accumulated at New Orleans are removed therefrom they will be sent North. The list of these vessels temporarily retained, with the names of their commanding officers, is given in enclosure No. 3, table 3.

I have also received the authority of the Department, in its dispatch of August 2, to substitute one of the tugs of the squadron for the *Jasmine* heretofore used at the navy yard, to transfer the *Buckthorn* to the yard as an anchor hoy, and to keep the *Potomac* at Pensacola as a receiving ship. The *Jasmine* is still undergoing repairs at this yard, and the *Rose* has been substituted for her. (See enclosure No. 4, table No. 4.)

The tugs *Hollyhock* and *Narcissus* are ready for sale; the *Althea* will be so in a short time; the *Jasmine* when the repairs on her are completed; the *Tritonia* when the *Cowslip* is ready for service; the schooner *Sam Houston*, used heretofore as a pilot boat, as well as the surrendered rebel steamers *Baltic*, *Black Diamond*, *Morgan*, and *Nashville*. These surrendered vessels are of no use to the Government, and ought to be disposed of, and I am awaiting orders to that effect; none of them can go to sea. I have presented, in enclosure No. 5, table No. 5, a list of vessels either to be sent North or to be sold here. The market at New Orleans and Mobile is so overstocked, in consequence of the numerous army vessels ordered to be sold, that it would perhaps be advisable, if possible, to send the *Narcissus*, *Jasmine*, *Althea*, and *Tritonia* North.

All the ironclads have been laid up in ordinary at New Orleans except the *Osage*, which vessel will be ready in a short time to be towed to New Orleans or Pensacola, as the Department may direct. I have telegraphed to the Bureau of Construction on this subject. In my opinion she ought to go to New Orleans.

Enclosure No. 6, table No. 6, gives a list of the ironclads laid up and the names of the officers in charge.

The following vessels have been sold in this Department: The *Bloomer*, *Carrabasset*, *Corypheus*, *Elk*, *Fort Gaines*, *Glide*, *Ida*, *J. P. Jackson*, *Meteor*, *Nyanza*, *Selma*, *Stockdale*, and *Tallahatchie*. (See enclosure No. 7, table 7.)

The steam tug *Pink* is ashore on Dauphin Island and I am negotiating for wrecking her. The loss of this vessel has been reported to the Department.

Thirty-eight vessels, formerly of the West Gulf Squadron, have been sent North; their names are given in enclosure No. 8, table No. 8.

I desire now to call the attention of the Department to its order directing the reduction of my staff to fleet captain, fleet lieutenant, secretary, one acting ensign, and a clerk.

My fleet lieutenant, M. L. Johnson, went North in July last under medical survey, and thus losing his valuable services, I have been unable to dispense with the assistance of the two acting ensigns on my staff, Mr. [F. T.] Mason and Mr. [Adrian] Phillipps.

Mr. Mason's resignation has already been forwarded to the Department, and by the time the acceptance of it reaches me, I may be able to carry on the clerical duties of the squadron with my secretary, Acting Ensign Phillipps, and a clerk.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

TABLE No. 1.

List of the twelve vessels retained in the Gulf squadron, giving their names, class, guns, names of commanding officers, and their present station.

Name.	Class.	Guns.	Commanding officer.	Station.
Clematis.....	Screw tug	3	Acting Ensign P. Williams	New Orleans.
Chocura	Screw	4	Lieut. Comdr. A. R. Yates.....	Pensacola.
Estrella	Side-wheel	3	Commander E. Simpson	Do.
Grand Gulf	Side-wheel	11	Lieutenant F. Rodgers (temporary)	New Orleans.
Mahaska	Screw	8	Lieut. Comdr. C. H. Cushman	Apalachicola.
Maria A. Wood	Schooner	2	Actg. Ensign J. D. Moore	Pensacola.
Marigold	Screw tug	2	Actg. Master and Pilot C. P. Williams	Key West.
Muscogota	Side-wheel	10	Commander G. M. Ransom	Do.
Paul Jones	Side-wheel	7	Lieut. Comdr. J. Madigan	Mobile Bay.
Port Royal	Side-wheel	8	Lieut. Comdr. B. Gherardi	Galveston.
Sagamore	Screw	4	Lieut. Comdr. C. E. Fleming	Tampa.
Tallapoosa	Side-wheel	10	Lieut. Comdr. S. Magaw	Galveston.

TABLE No. 2.

List of the four vessels allowed by special orders of the Department to be retained permanently in the squadron in addition to the original twelve, giving their names, class, guns, names of the commanding officers, and their present duty.

Name.	Class.	Guns.	Commanding officer.	Station and duty.
Charlotte.....	Schooner		Mate A. Whiting	Pensacola, used for transportation of coal.
Cowslip	Side-wheel	3	Actg. Ensign F. Ellms	Pensacola, under repairs, to be used as dispatch boat.
Glasgow	Side-wheel	2	Actg. Vol. Lieut. N. M. Dyer.	Pensacola, tender to flagship.
Yucca	Screw	2	Actg. Master H. C. Wade.	Key West, dispatch steamer.

TABLE No. 3.

List of sailing vessels allowed by the Department to be temporarily retained for the transportation of stores, etc., from New Orleans to Pensacola.

Name.	Commanding officer.	Present station.
Anderson, W. G.....	Acting Master E. B. Hussey.....	New Orleans, after stores.
Fearnot	Acting Master John Ross.....	Pensacola, with powder.
J. C. Kuhn.....	Acting Master G. F. Wilkins.....	Pensacola, ordnance stores.
Pampero.....	Acting Master O. Colburn.....	Pensacola, with stores.

TABLE No. 4.

List of vessels to be attached to the Pensacola navy yard by special orders of the Department.

Name.	Commanding officer.	Duty.
Buckthorn.....	Acting Ensign J. H. Wainwright.....	Screw tug, anchor hoy.
Potomac	Commander A. Gibson.....	Receiving ship.
Rose	Acting Ensign W. D. Maddocks.....	Screw tug, substituted for tug Jasmine.

TABLE No. 5.

List of vessels yet to be sold or sent North.

Name.	Class.	Commanding officer.	Present station.
Althea	Screw tug		Mobile, repairing.
Anderson, W. G.	Sailing vessel.....	Acting Master E. B. Hussey ..	New Orleans, for stores.
Baltic	Surrendered rebel steamer.	Acting Ensign L. R. Vance ..	Mobile.
Black Diamond ...	Surrendered rebel steamer.	Acting Ensign F. R. Iaschke.	Do.
Fearnot	Sailing vessel.....	Acting Master J. Ross	Pensacola, with powder.
Hollyhock	Side-wheel tug ...	Pilot B. Tarbell	New Orleans.
J. C. Kuhn	Sailing vessel.....	Acting Master G. F. Wilkins..	Pensacola, with stores.
Jasmine	Screw tug		Pensacola, repairing.
Morgan	Steamer surren- dered.	Acting Ensign T. J. Werner..	Mobile.
Nashville.....	Steamer surren- dered.	Mate G. A. Pynne	Aground above Mobile.
Narcissus	Screw tug	Acting Ensign I. S. Bradbury.	Pensacola.
Pampero	Sailing vessel.....	Acting Master O. Colburn....	Do.
Sam Houston	Schooner	Actg. Vol. Lieut. M. Freeman.	Mobile Bay.
Tritonia	Side-wheel	Acting Master W. M. Stannard	New Orleans.

TABLE No. 6.

List of ironclads laid up at New Orleans under special charge of Acting Volunteer Lieutenant-Commander William Hamilton.

Name.	Officer in charge.
Choctaw.....	Acting Third Assistant Engineer A. Higgins.
Chickasaw.....	Acting Third Assistant Engineer H. Duckworth.
Cincinnati.....	Acting Master J. B. Williams.
Kickapoo.....	Acting Ensign J. W. Chandler.
Lafayette.....	Acting Ensign Paul Morgan.
Manhattan.....	Acting Ensign W. F. Loan.
Tennessee.....	Acting Third Assistant Engineer W. J. Mack.
Winnebago.....	Acting Third Assistant Engineer W. D. Hyde.

NOTE.—A list of officers still attached to these vessels accompanied my dispatch No. 317. The *Osage* will, in a short time, be ready to be towed to New Orleans.

TABLE No. 7.

List of vessels of the squadron sold in this department.

Name.	Class.	Where sold.
Bloomer	Steamer	Wreck, Pensacola.
Carrabasset	Tinclad steamer	New Orleans.
Corypheus	Schooner	Mobile.
Elk	Tinclad steamer	New Orleans.
Fort Gaines	Steamer	Do.
Glide	Tinclad steamer	Do.
Ida	Screw tug	Wreck, Mobile.
J. P. Jackson	Side-wheel steamer	New Orleans.
Meteor	Tinclad steamer	Do.
Nyanza	Tinclad steamer	Do.
Selma	Captured steamer	Do.
Stockdale	Tinclad steamer	Do.
Tallahatchie	Tinclad steamer	Do.

TABLE No. 8.

List of vessels, formerly part of the West Gulf Squadron, sent North in consequence of orders to reduce the squadron.

Name.	Class.	Name.	Class.
Albatross	Steamer	New London	Steamer.
Antona	Steamer	Octorara	Steamer.
Aroostook	Steamer	Oneida	Steamer.
Arthur	Sailing vessel	Ossipee	Steamer.
Bobio	Sailing vessel	Owasco	Steamer.
Cayuga	Steamer	Pembina	Steamer.
Cornubia	Steamer	Penguin	Steamer.
Dinsmore, A	Steamer	Penobscot	Steamer.
Fort Jackson	Steamer	Pinola	Steamer.
Genesee	Steamer	Pocahontas	Steamer.
Gertrude	Steamer	Portsmouth	Sailing vessel.
Itasca	Steamer	Princess Royal	Steamer.
Kanawha	Steamer	Richmond	Steamer.
Katahdin	Steamer	Sciota	Steamer.
Kennebec	Steamer	Sebago	Steamer.
Kittatinny	Sailing vessel	Seminole	Steamer.
Lackawanna	Steamer	Trefoil	Steamer.
Mercedita	Steamer	Virginia	Steamer.
Metacomet	Steamer	Vincennes	Sailing vessel.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the removal of the naval headquarters to the Reading Press and other changes at New Orleans.

No. 330.]

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, October 11, 1865.

SIR: I have the honor to inform the Department that on the 30th ultimo the naval headquarters at New Orleans were removed to the Reading Press and Doctor Mercer's house turned over to his agent, Mr. Duncan; that Assistant Paymaster (late acting fleet paymaster) W. C. Cook has vacated his office in Canal street and moved to the Reading Press; that all employés of the carpenter's department have been discharged, and that the hospital at New Orleans has been broken up and the building delivered to the proper authorities.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting papers in the matter of the sale of the steamer Ewing, at Pensacola.

No. 364.]

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, November 13, 1865.

SIR: I have the honor to forward herewith a copy of a letter (marked No. 1), addressed to me by Commander J. F. Armstrong, commandant of the Pensacola navy yard, submitting to me copies of letters, affidavits,* etc. (marked No. 2), from Colonel Woodman, commanding Subdistrict West Florida, relative to the sale of the steamer *Ewing*, at Pensacola, abandoned by the so-called Confederate Government.

I had no previous knowledge of the case until these papers were submitted to me, by which it would seem that the special agent of the Treasury Department had sold at auction, for a merely nominal price, an abandoned wrecked steamer worth at least over \$1,000.

The papers are submitted for such action, if any, which the Department may choose to take.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

COMMANDANT'S OFFICE, NAVY YARD,
Pensacola, November 8, 1865.

ADMIRAL: I submit the copies of letters received on the 6th instant from Colonel Woodman, commanding Subdistrict West Florida, relative to the sale of the steamer *Ewing*, at Pensacola, abandoned by the so-called Confederate Government. I have informed Colonel Woodman that I have submitted the papers to you.

Very respectfully, your obedient servant,

J. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding Gulf Squadron, Pensacola Bay.

HEADQUARTERS SUBDISTRICT OF WEST FLORIDA,
Barrancas, November 6, 1865.

CAPTAIN: I have the honor to transmit herewith, for your consideration, copies of affidavits concerning the wreck of the steamer *Ewing*, abandoned by the so-called Confederate Navy.

The boiler has been raised from the wreck and placed on Moreno's wharf, Pensacola, an unsafe place for it, under existing circumstances.

* Not necessary to publish.

I would respectfully request to be informed if you intend to take any action in the case.

Very respectfully, your obedient servant,

E. W. WOODMAN,

Colonel Second Maine Cavalry, Commanding.

Captain JAS. F. ARMSTRONG,

Commandant Navy Yard, Pensacola.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the disposition of Confederate naval material in localities on the Apalachicola River.

GULF SQUADRON,

U. S. Flagship Estrella, off Pensacola, Fla., November 20, 1865.

SIR: In conformity to the orders of the Department, under date September 8, 1865, I directed Lieutenant-Commander C. H. Cushman to visit the localities on the Apalachicola River and its branches where rebel naval property was said to be deposited, and in conjunction with Mr. J. H. Alexander, the special Treasury agent, endeavor to secure for the benefit of the United States all property which had been claimed by the rebel naval authorities. Lieutenant-Commander Cushman, having performed this duty, has returned and made his report to the effect that at Eufaula Mr. Alexander had no property whatever to turn over to him. At Macon Mr. Alexander presented him to Mr. J. H. Warner, late a chief engineer in the rebel Navy, and informed Lieutenant-Commander Cushman that he had constituted Mr. Warner as his subagent to turn over the property; an examination showed that there was a quantity of blocks, hawsers, copper, sheet and pig iron, steel, composition, spikes, sheathing nails, light-house property, and two guns; in all probably ten or twelve carloads, all mingled with army property, from which it must be selected. Lieutenant-Commander Cushman met here an officer detailed by the commander of the Atlantic Squadron on the same errand, but it would be impracticable to transport this property to any seaport other than Apalachicola. The military authorities have charge of these articles until the river rises sufficiently to admit of their transportation to the coast. At Columbus was found a number of cylinders for marine engine boilers, high and low pressure, shafting, screw propellers, portions of a rolling mill, and other machinery, a large quantity of scrap iron, a locomotive and tender, six guns of different calibers, and a miscellaneous collection of broken rails, gun planks, etc., in different parts of the town and in no one's custody, though the military commander at Columbus had placed over it a nominal guard, but it did not appear that it had ever been taken possession of by Mr. Alexander or any other Treasury agent; it was therefore necessary to begin with this property by assorting, boxing, and preparing it for shipment with proper invoices. A guard has been placed over it as naval property, and Mr. Warner has been authorized to prepare it for shipment, but there is a quantity of old material which I respectfully suggest should be sold to the best advantage for benefit of the Navy. It is believed that other naval property will be discovered at Eufaula. Twelve miles below Columbus, at the race

pass, is the wreck of the *Chattahoochee*, rebel gunboat. Her machinery under water, she has been burned as far as possible; it is probable that her hull could be raised at a low stage of water. Some parts of her machinery have been stolen. The other wreck, gunboat *Jackson*, lays 32 miles below Columbus on a shoal, and badly burned amidships. Her guns, engines, and armor are in her bottom, partly melted by fire, and can only be made available as old iron. I would therefore respectfully suggest that both these vessels be wrecked, guns excepted, on the best terms which can be made with responsible parties. At the next fall of the river I shall detail an officer to superintend the boxing, invoicing, and shipment to Apalachicola of all the property found which formerly belonged to the rebel Navy, and also to endeavor to discover other material said to be concealed. A moderate percentage, if tendered to informers, would probably bring to light other stolen property. The rolling-mill machinery referred to can be sold at auction, as it is reported imperfect, and its transportation would be expensive. A quantity of engineer's material, pipes, etc., about 4 tons, have already reached Apalachicola and will be transferred to the Pensacola navy yard, as the rate of storage at Apalachicola is very high. And such will be the disposition made of all the material saved, unless otherwise instructed by the Department.

I may add, in conclusion, that there must necessarily be considerable expense incurred in carrying out the orders of the Department, for which public bills will be drawn.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding a return of vessels employed in the Gulf Squadron.

GULF SQUADRON,

U. S. Flagship Estrella, New Orleans, December 1, 1865.

SIR: I have the honor, in accordance with paragraph 299, to forward a return of the condition, distribution, and employment of the vessels of this squadron at the present date.

The names of the vessels really constituting the squadron, including therein the four additional vessels allowed by the Department, the class, number of guns, names of commanding officers, and their distribution are as follows:

Name.	Class.	Guns.	Commanding officer.	Distribution.
Charlotte	Schooner .....	.....	Mate A. Whiting	Mobile with coal.
Chocura	Screw, G. B.	4	Lieut. Comdr. A. R. Yates..	Pensacola, repairing.
Clematis	Screw tug	3	Actg. Ensign F. Williams ..	New Orleans.
Cowslip	Side-wheel	3	Actg. Ensign F. Ellms	Dispatch boat between Pensacola and New Orleans.
Estrella	Side-wheel	3	Comdr. E. Simpson	New Orleans.
Glasgow	Side-wheel	3	Lieut. Comdr. C. [H.] Cushman.	Lake Pontchartrain, tender.
Mahaska	Side-wheel	8	Actg. Vol. Lieut. N. M. Dyer.	Apalachicola.
M. A. Wood	Schooner .....	.....	Actg. Ensign J. D. Moore ..	Pensacola, going to Tampa for coal.
Marigold	Screw tug	2	Actg. Mast. C. P. Williams ..	Key West, ordered North
Muscocota	Side-wheel	10	Comdr. J. C. Williamson	Key West.
Paul Jones	Side-wheel	7	Lieut. Comdr. J. Madigan ..	Mobile Bay.
Port Royal	Side-wheel	8	Lieut. Comdr. B. Gherardi ..	New Orleans.
Sagamore	Screw, G. B.	4	Lieut. Comdr. C. E. Fleming ..	Tampa Bay.
Tallapoosa	Side-wheel	10	Lieut. Comdr. S. Magaw	Galveston.
Tioga	Side-wheel	8	Lieut. Comdr. W. D. Whiting.	Pensacola, repairing.
Yucca	Screw	2	Acting Master H. C. Wade..	Pensacola, dispatch boat between Havana and Pensacola.

In all, sixteen vessels. The four additional vessels above referred to are the *Charlotte*, *Cowslip*, *Glasgow*, and *Yucca*, but orders have been sent to the senior officer off Key West to send the *Marigold* North, which will reduce the above to fifteen vessels.

In addition to the above, four sailing vessels are used temporarily for the transportation of stores of all kinds from the Reading Press, New Orleans, to be sent North when the work is completed, viz :

Name.	Commanding officer.	Distribution.
Anderson, W. G.	Acting Master E. B. Hussey	New Orleans.
Pearnot	Acting Master John Ross	Pensacola.
J. C. Kuhn	Acting Master G. F. Wilkins	Do.
Pampero	Acting Master O. Colburn	Now between Pensacola and New Orleans.

I refer the Department to my dispatch No. 378 in answer to its order of the 11th of November, to send these vessels North.

The screw tugs *Jasmine*, *Narcissus*, and *Althea* and the side-wheel steamer *Tritonia* are ready to be sent North when the weather will admit. I think the chance of selling any of these vessels here at present very doubtful.

The surrendered rebel steamers *Baltic*, *Black Diamond*, *Morgan*, and *Nashville* have not yet been disposed of. I trust that I shall get rid of them soon; also of the *Sam Houston*, pilot boat.

The ironclads are all laid up in ordinary under charge of Lieutenant-Commander G. H. Perkins.

By the orders of the Department the screw tug *Buckthorn*, Acting Ensign J. H. Wainwright, and screw tug *Rose*, Acting Master W. D. Maddocks, are attached to the Pensacola navy yard. I am at a loss to state the true position of the *Potomac*, whether she is under the orders of the commandant of the yard as a receiving ship or whether she is under my command as a storeship.

Very respectfully,

H. K. THATCHER.
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding the disposition of Clyde-built blockade runners lying in the Tombigbee River.

NAVY DEPARTMENT, December 5, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of the 29th ultimo, in relation to the three Clyde-built steamers, now lying in the Tombigbee River, that were used in running the blockade, and to inform you that Acting Rear-Admiral Thatcher has been instructed to take possession of them, remove them to Mobile, and report fully as to their condition, qualities, value, etc.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. H. McCulloch,
Secretary of the Treasury.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, acknowledging Department's orders for transfer of the Gulf Squadron to Commodore Winslow, U. S. Navy.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, December 28, 1865.

SIR: I have the honor to acknowledge the receipt on the 26th instant of the Department's dispatch of the 5th instant, informing me that Commodore John A. Winslow had been ordered to take passage from New York to New Orleans, so as to reach the latter place by the 1st of January next, and directing me on his arrival to transfer to him the command of the Gulf Squadron, after which to return as soon as practicable to New York, reporting by letter to the Department, when orders will be issued to me for the command of the navy yard at Mare Island, Cal.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding a return of vessels employed in the Gulf Squadron.

GULF SQUADRON,
Flagship Estrella, Pensacola Bay, December 31, 1865.

SIR: I have the honor, in accordance with paragraph 299, to forward the monthly return of the condition, distribution, and employment of the vessels of this squadron at the present date.

The names of the vessels, the class, number of guns, names of commanding officers, and their distribution are as follows:

Name.	Class.	Guns.	Commanding officer.	Distribution and employment.
Charlotte.....	Schooner.....	.....	Mate A. Whiting.....	Apalachicola for coal.
Chocura.....	Screw.....	4	Lieut. Comdr. A. R. Yates...	Pensacola, under repairs.
Clematis.....	Screw tug.....	3	Actg. Ensign P. Williams.....	New Orleans.
Cowslip.....	Side-wheel.....	3	Actg. Ensign F. Ellms.....	Dispatch boat between Pensacola and New Orleans.
Estrella.....	Side-wheel.....	3	Comdr. E. Simpson.....	Pensacola, flagship.
Glasgow.....	Side-wheel.....	3	Actg. Vol. Lieut. N. M. Dyer.	At New Orleans for Comdr. Wilson.
Mahaska.....	Side-wheel.....	8	Lieut. Comdr. C. [H.] Cushman.	Apalachicola.
M. A. Wood.....	Schooner.....	.....	Actg. Ensign J. D. Moore....	Pensacola, to go North soon.
Muscota.....	Side-wheel.....	10	Comdr. T. Pattison.....	Key West.
Paul Jones.....	Side-wheel.....	7	Comdr. J. Madigan.....	Mobile Bay.
Port Royal.....	Side-wheel.....	7	Lieut. Comdr. B. Gherardi....	New Orleans.
Potomac.....	Sailing vessel.	24	Comdr. A. Gibson.....	Receiving ship.
Sagamore.....	Screw.....	4	Lieut. Comdr. C. E. Fleming....	Tampa Bay.
Tallapoosa.....	Side-wheel.....	10	Lieut. Comdr. S. Magaw.....	Galveston.
Tioga.....	Side-wheel.....	8	Lieut. Comdr. W. D. Whiting...	Galveston, with orders to visit the Rio Grande.
Yucca.....	Screw.....	2	Actg. Master H. C. Wade....	At sea, returning to Pensacola from Havana.

The tug *Marigold*, which appears in the return of December 1 (No. 382), is omitted. Orders to dispatch her North have been received by the commanding officer at Key West and have, I presume, been complied with.

The sailing vessels *W. G. Anderson*, Acting Master E. B. Hussey, commanding, and *Pampero*, Acting Master O. Colburn, commanding, are both at New Orleans, loading with stores of all kinds from the Reading Press, and are to proceed North when this operation is concluded.

The sailing vessels *Fearnot*, Acting Master John Ross, commanding, and *Kuhn*, Acting Master G. F. Wilkins, commanding, are at Pensacola; the former waiting for her fore and main masts, not yet completed; the *Kuhn* loading with ordnance stores under instructions from the Bureau of Ordnance to the commandant of the yard. It is reported that she will be ready to proceed North in two weeks.

The screw tugs *Narcissus* and *Althea* will leave for the North probably to-morrow, as reported in my dispatch No. 412, the former commanded by Acting Ensign I. S. Bradbury, the latter by Acting Ensign W. F. Kilgore.

The tug *Jasmine* is reported as leaking badly; it will be necessary to dock her. The *Tritonia* is now at Mobile, and I am endeavoring to sell her; failing in that she will, on her return, be sent North.

The surrendered rebel steamers *Baltic*, *Black Diamond*, and *Morgan* have been sold; the particulars will be given in another dispatch. The *Nashville* is still aground and undisposed of. The schooner *Sam Houston* I have not yet been able to sell.

The ironclads are laid up in ordinary at New Orleans under charge of Lieutenant-Commander Perkins.

The screw tugs *Buskthorn*, Acting Ensign J. H. Wainwright, commanding, and *Rose*, Acting Master W. D. Maddocks, command-

ing, are attached to the Pensacola navy yard, in accordance with orders from the Navy Department.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the steamers Mary, Red Gauntlet, and Virgin.

No. 8.]

GULF SQUADRON,

Flagship Estrella, Pensacola Bay, January 8, 1866.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch of the 5th ultimo, in relation to the three Clyde-built steamers, viz, the *Mary*, *Red Gauntlet*, and *Virgin*, that were used in running the blockade, now lying in Tombigbee River at a point above Gainesville, and directing me to take possession of them and report to the Department fully their condition and qualities, with an appraisal of their present value.

With regard to these vessels I have respectfully to state that on the surrender of the rebel Navy, under command of Commoñore Farrand, to me, I was informed by that officer that these blockade runners were never used or claimed by the rebel naval authorities, but that they were purchased and used by the rebel Army, and that he had no authority over them, and the same was the case with the *Heroine*, another of the same class, which the army at Mobile used as a picket boat at the time of the surrender, and which vessel was surrendered to General Canby and used by him for army purposes. The three named in the Department's dispatch were also surrendered by the rebel general, Taylor, to General Canby, otherwise I should have taken possession of them with the rebel naval vessels under Farrand. They are now at a point on the Tombigbee above the so-called shoals, where they were taken at a high stage of water, and can not be brought to Mobile until the river rises several feet more.

On receiving the Department's dispatch, I immediately opened a correspondence with Major-General Woods, commanding district of Alabama (see enclosure No. 1), in relation to the custody of these vessels. To-day my letter was returned with an endorsement by General Woods (see copy of endorsement on enclosure No. 1) to the effect that these vessels, under orders from General Thomas, had been transferred to the collector of customs, Mobile, but that now, under Executive order, November 11, a copy of which is enclosed (marked No. 2), they come under the jurisdiction of the commissioners of abandoned lands, etc. I also received to-day a letter from Mr. Montague, the collector of the port at Mobile (copy enclosed marked No. 3), informing me that he had been ordered by telegram from the Secretary of the Treasury to turn over these steamers to the author-

ized officer of the Navy Department, on payment to him of any expenses incurred.

An officer of good judgment and discretion will be immediately dispatched to the locality of the three steamers, to report upon their present condition and efficiency, and on receiving his report it will be at once forwarded to the Department. It will be perceived by the Department that there will be expenses on these vessels as stated by Mr. Montague, and I respectfully request authority to pay any reasonable public bills charged against these vessels, which may be proved to be justly due the Department, of which Mr. Montague is the representative.

The steamers, if delivered up by Mr. Montague, will be placed in custody of a naval officer, who will be held responsible for their safety until they can be removed to Pensacola, and inventories of their contents will be required from him.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Master Stannard, U. S. Navy, regarding expedition in the Tombigbee River, Alabama.

U. S. S. TRITONIA,
Mobile, Ala., January 31, 1866.

SIR: I respectfully submit the following report of the expedition up the Tombigbee River in search of a steamer and cotton captured by guerrillas.

Agreeable to your orders of the 28th instant, I reported to General Woods, commanding military forces at Mobile, and delivered to him your orders, placing the *Tritonia* (under my command) at his disposal, for the purpose of transporting troops up the river, and from him received instructions to be ready at 9 o'clock a. m., 29th instant, at which time I received on board a company of infantry under command of Captain [Edward K.] Blackburn, and steamed up the river.

At 3 p. m. found the steamer *Belfast* made fast to the bank; went alongside and ascertained she had been robbed of almost all her cargo, which consisted of 594 bales of cotton. Proceeded on up, and soon found the steamer *Meringo* loading cotton, which had been stolen from the *Belfast* by guerrillas. Left a guard on her, and proceeded on up to Pain's wood yard (about 100 miles from Mobile up the Tombigbee), taking the *Belfast* along with us, to where a part of the cotton was taken from her the day before; here we found the cotton and captured five guerrillas. After the cotton had been loaded on the *Belfast*, started (in company with her) down the river, and arrived here this morning safely.

I am, very respectfully, your obedient servant,

WM. M. STANNARD,

Acting Master, Commanding.

Commander JOHN MADIGAN,

Commanding U. S. S. Paul Jones,

Senior Officer, Naval Forces, Mobile Bay, Alabama.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Letter from Brigadier-General Hawes, C. S. Army, to Captain Emmons, U. S. Navy, regarding parties sent out by flag of truce from Galveston.

HEADQUARTERS DEFENSES OF GALVESTON,
January 2, 1865.

CAPTAIN: I have the honor to acknowledge the receipt of your last communication of December 22, 1864, which related to the parties left in Galveston by our commissioner of exchange and whom I sent out under flag of truce.

These parties were a portion of the number who contemplated leaving the country by virtue of an understanding existing between the commissioners of the respective Governments, but, owing to their own negligence and delay, failed to reach the steamer before her departure.

It was represented to me that they had sent all of their effects out to the fleet and were left utterly destitute. In view of this fact, I consented to send them out under a flag of truce. This would have been done on the day after the exchange was effected, but for the severe wind prevailing at the time, which delayed their departure for twenty-four hours. My action in the matter was a simple act of charity. Indiscriminate departure from the country to your fleet without previous correspondence as to their true status is not permitted. I am equally disinclined to transmit applications from persons of this class and shall only do so when the case is represented as one of actual distress.

As I had the honor to state in a former letter, I am willing to pass out of the country by flag of truce, or receive by the same channel, any unfortunate noncombatants who are simply endeavoring to rejoin their natural protectors.

But I will not at any time, or under any circumstances, aid any persons in this manner who design retracing their journey.

Hoping the views herein expressed accord with your own,

I have the honor to remain, with much respect, your very obedient servant,

J. M. HAWES,
Brigadier-General, Commanding.

Captain GEO. F. EMMONS,
Comdg. Second Division West Gulf Blockading Squadron.

Letter from Major Curell, C. S. Army, to Commodore Palmer, U. S. Navy, regarding forwarding of packages to prisoners sent North.

OFFICE EXCHANGE OF PRISONERS,
Mobile, January 14, 1865.

SIR: I have the honor to enquire whether you will receive and forward to prisoners captured from us, and now confined at the North, packages of clothing, etc., which their relations here may desire to send them.

Your courtesy in forwarding packages to prisoners at New Orleans and on Ship Island is duly appreciated, and I trust that you will consent to extend that courtesy to those prisoners who are at the North.

I would respectfully ask for an early reply.

I am, sir, very respectfully, your obedient servant,

JAS. R. CURELL,
Major and Assistant Commissioner Exchange.

COMMANDING OFFICER OF THE UNITED STATES FLEET,
Off Mobile, Ala.

Letter from Major Curell, C. S. Army, to Commodore Palmer, U. S. Navy, regarding the forwarding of correspondence with Confederate prisoners at the North.

OFFICE EXCHANGE OF PRISONERS,
Mobile, January 18, 1865.

SIR: I have the honor to acknowledge receipt of your verbal message, transmitted to me by the commander of the C. S. transport *Waverly*.

My only object in effecting the arrangement which I made with the commander of the United States fleet in August last, for the transmission of letters and packages, was to facilitate correspondence between prisoners and their relatives, and to furnish those prisoners with some little relief in their confinement. Of course, it was intended that none but prisoners, on either side, should enjoy the benefits of this arrangement.

For a while, however, the officer in command of the upper fleet, without any special agreement, allowed letters to go through to and from parties not prisoners of war, thereby affording citizens on either side the same favor which has been allowed them for a long time by flag of truce on James River. As soon, however, as we were notified by the commander of the United States fleet that no more letters should be allowed to pass, unless they came from or were addressed to prisoners of war, orders were immediately issued here establishing the required limits upon correspondence by flag of truce.

It was certainly, therefore, with some surprise that the harsh message was received, notifying us that no letters would be taken by your fleet for prisoners, if any letters were sent down for others than prisoners of war.

If, by some clerical oversight, one such letter should find its way in the mail, it could be easily returned, without cessation of flag-of-truce correspondence, thereby depriving prisoners on both sides of the benefit of our arrangement, an arrangement of which the prisoners whom we hold have availed themselves fully as much as those whom you have the good fortune of holding in your hands.

I am, sir, very respectfully, your obedient servant,

JAS. R. CURELL,
Major and Assistant Commissioner of Exchange.

COMMANDER OF THE UNITED STATES FLEET,
Off Mobile, Ala.



[Endorsement.]

The message referred to was sent in consequence of the discovery of contraband letters being mixed in among those marked "prisoners' letters," and the evidence of a base act on the part of this individual or his assistants.

T. A. J.

Report of Major-General Maury, C. S. Army, regarding the conduct of the contractor of the torpedo boat Saint Patrick.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., January 26, 1865.

GENERAL: In accordance with instructions from the Navy Department, communicated to me by Commodore Farrand, that officer transferred to my command the torpedo-boat *Saint Patrick*, built on a contract with the Government by a man named Halligan. This boat was to have been ready for action in July last, and I hoped to use it against the enemy's fleet off Fort Morgan. I therefore caused every possible assistance to be given to Halligan in building her, and urged her early completion. It was not, however, till the month of — Halligan arrived here with the boat, and from his whole course I became convinced he had no real intention of attacking the enemy and that the only practical purpose the *Saint Patrick* was serving was to keep Halligan and her crew of six able-bodied men from doing military duty. I therefore had him supplied with every means to move against the enemy, and notified him that if he did not attack at once I would place an officer in charge of her who would. In the course of a few days I found it necessary to supersede Halligan, who then placed his affairs in the hands of a lawyer and procured from Richmond a transfer of his boat to the naval commander on this station. Impressed with the importance of using so formidable a vessel as this is said to be, I have continually and repeatedly urged Commodore Farrand to make Halligan attack or to place the boat in charge of one of the many clever young officers of the Navy or Army who have been pressing for the command of her. This, however, he did not do until, in consequence, I presume, of my official reports to higher authority, he was ordered to transfer the *Saint Patrick* to me. I immediately asked him to let me have Lieutenant Walker, of the Navy, to command her. And on placing that officer in charge of the vessel, now lying under the guns of the eastern shore, he found that Halligan had been absent from her for two weeks, and had taken off with him several essential parts of her machinery. After some search Halligan was found comfortably established in the Battle House, and Mr. Walker, by energetic and good management, has recovered from him the necessary machinery and thinks he can operate to-morrow night. I enclose a note written by me to Commodore Farrand some weeks ago. From the tenor of a letter of the honorable Secretary of the Navy to Commodore Farrand, I regret to perceive the impression has been made on his mind that a cordial desire to cooperate with each other may not exist here between the naval commander and the district commander. Our relations have always



been pleasant and our intercourse free, and I shall not permit any private feelings to interfere with the business before us. When I find the commodore disagrees with my views of what is required, I shall refer the matter to higher authority.

I am, general, your obedient servant,

DABNEY H. MAURY,
Major-General, Commanding.

[GENERAL S. COOPER.]

[Endorsement.]

ADJUTANT AND INSPECTOR-GENERAL'S OFFICE,
February 18, 1865.

Respectfully submitted to the Secretary of War.

The person complained of in the within communication, John P. Halligan, was exempted January 26, 1864, upon recommendation of the Secretary of the Navy and by direction of the President, until July 1, 1864, to construct a submarine torpedo boat. The exemption was at the expiration of said time extended while the boat should be bona fide engaged in operating against the enemy. General Maury represents Halligan as having prolonged the completion of his work with no object in view save to evade military duty. Every facility was afforded him to complete his work; he failed to avail himself of any of them. Upon application of General Maury he was removed, when he carried off several essential parts of the machinery. After some search these were recovered.

H. L. CLAY,
Assistant Adjutant-General.

Letter from Major-General Maury, C. S. Army, to Captain Moore, commanding Special Scouts, referring to appointment of peace commissioners.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., January 30, 1865.

CAPTAIN: We have been informed that it was the intention of the enemy to have evacuated Pascagoula yesterday for the purpose of effecting a lodgment at Portersville. Please arrange to give us the earliest information. This may be all a rumor, still it is well to be on the lookout.

I suppose you have heard of the appointment of Messrs. Stephens, Hunter, and Campbell commissioners to proceed to Washington to confer with the authorities there on the subject of peace. God grant they may succeed in bringing about an honorable peace. I am afraid our men will relax their energies in case of nonsuccess. We will, however, know in a few days what to expect. Either a peace or an interminable war is before us. Whichever it be, may God be with us. There is no news of interest from any other section.

Yours, truly,

GEO. G. GARNER.

Captain FRANK MOORE,
Commanding Special Scouts.

Report of Major-General Maury, C. S. Army, commending the conduct of Lieutenant Walker, C. S. Navy, appointed to command the torpedo boat Saint Patrick.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 3, 1865.

GENERAL: I have the honor to report that on the 24th ultimo Commodore Farrand, C. S. Navy, transferred to me the torpedo boat *Saint Patrick*, built by a man named Halligan under a contract with the Government. Halligan having shown himself deficient in nerve or capacity to attack the enemy, I removed him from command of the *Saint Patrick* and assigned to her Lieutenant Walker, C. S. Navy, a young officer of great gallantry and merit, whom Commodore Farrand kindly placed at my disposal. Mr. Walker diligently applied himself to preparation for immediate action, and, although Halligan had removed from the boat several essential parts of her machinery, he was enabled to recover them and get underway on the night of the 27th ultimo. At 1 a. m. he struck the enemy's flagship *Octorara* abaft the wheelhouse. The torpedo missed fire. The greatest consternation and confusion was occasioned on the ship, so that the fire of artillery and musketry, which was directed against the *Saint Patrick*, failed to strike her, and she returned with her crew to the protection of our batteries. Some portion of her machinery was damaged during the expedition, but Mr. Walker is confident that he will be ready to go out again by the next dark moon. I take pleasure in reporting to the War Department the fine conduct of Lieutenant Walker and in recommending him through you to the favorable notice of the Navy Department.

I remain, very respectfully, general, your obedient servant,
DABNEY H. MAURY,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

[Telegram.]

MERIDIAN, MISS., *February 4, 1865.*

The navy at Mobile is a farce. Its vessels are continually tied up at the wharf; never in cooperation with the army. The payment of its expenses is a waste of money. I send by mail a communication, giving my reasons for these expressions.

R. TAYLOR,
Lieutenant-General.

His Excellency the PRESIDENT.

Letter from Major-General Maury, C. S. Army, to Captain Moore, commanding Special Scouts, regarding expected movements of the enemy.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 15, 1865.

CAPTAIN: The major-general commanding directs me to say he has reliable information that the enemy is now ready to move from New Orleans.

Very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Special Scouts, Fowl River.

Letter from Major-General Maury, C. S. Army, to Captain Moore, commanding Special Scouts, regarding provisions for destitute inhabitants of Pascagoula.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 18, 1865.

CAPTAIN: The major-general commanding directs me to inform you that he is in possession of your communication of yesterday's date, and in reply says, as follows:

In regard to the persons who have, or presumed to have, taken the oath, he desires that they should receive no molestation as long as they behave themselves properly and not be guilty of any suspicious act. When they are so committed, he expects them to be sent away beyond our lines. He desires you to be informed also that the necessary steps are being taken to send by wagon trains corn and other provisions to Pascagoula and by the Chickasawha River. The people of Pascagoula must provide and start some flat to be loaded with the same kind of provisions, both of which are destined to be distributed to the poor and destitute families of that neighborhood, and asks at your hands, if compatible with your duties, to give to it every assistance possible. This is allowed and approved by Lieutenant-General Taylor.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Scouts.

Order of Major-General Maury, C. S. Army, to Captain Moore, commanding Special Scouts, for the destruction of one of the enemy's boats.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 27, 1865.

CAPTAIN: The major-general commanding directs me to inform you that he desires you to do all [in] your power to destroy the enemy's boat, reported to be aground, and to assure you that he is ready at all times to render you every possible assistance.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Special Scouts, below Dog River.

Letter from Commander Jones, C. S. Navy, to Lieutenant-General Taylor, C. S. Army, requesting an opinion regarding the removal of Naval Gun Foundry and Ordnance Works from Selma, Ala.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, [Ala.], March 15, 1865.

SIR: I am directed by the Secretary of the Navy to confer with you in regard to removing the machinery of these works. Our machinery is very heavy and there is a great deal of it. Under favorable circumstances it would require weeks to remove it, and it would be months before we could have it in operation elsewhere. I have sent off all the machinery not in use. Please inform me if you deem it best to remove and where to go. I would ask, if we are to remove, that all quartermasters have positive orders to transport our machinery without delay.

I am, very respectfully, your obedient servant,

CATESBY AP R. JONES,
Commandant, C. S. Navy.

Lieutenant-General R. TAYLOR,
Commanding Department, Meridian, [Miss.].

Letter from Major-General Magruder, C. S. Army, to Captain Sands, U. S. Navy, requesting transportation to New Orleans for peace commissioners.

HEADQUARTERS DISTRICT TEXAS, ETC.,
Houston, May 24, 1865.

SIR: The restoration of peace in this district is the object, and, I believe, will be the result of the commission I am sending through your courtesy to New Orleans. With the sincere view of facilitating this desirable end, I have the honor to propose an armistice between the naval forces on the coast and the troops under my command, to continue until the results of the conference are known, or until you

may receive instructions from the United States authorities in New Orleans.

Colonel Ashbel Smith, of the Confederate Army, and Mr. W. P. Ballinger, by whom this communication is sent, are the commissioners appointed by me to proceed to New Orleans, and are also authorized to arrange the terms of the armistice. They will take on board an officer or officers who will bear me your answer.

I have the honor to be, captain, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Captain B. F. SANDS,
Commanding U. S. Fleet off Galveston.

Proclamation by Major-General Magruder, C. S. Army, of an armistice pending negotiations of peace commissioners at New Orleans.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, May 26, 1865.

To the people of Texas:

The commanding general of the district announces to the citizens of Texas that, at his request, Commander Sands, commanding U. S. fleet off Galveston, has permitted to pass to New Orleans two commissioners, Colonel Ashbel Smith, C. S. Army, and W. P. Ballinger, esq., for the purpose of opening negotiations with the proper authorities of the United States for the pacification of the State of Texas on the basis of the treaty of 1845, by which she was annexed to the United States, and that practically, though not formally, an armistice will exist between the blockading fleet and the garrison at Galveston until the result of these negotiations shall have been known, unless, in the meantime, Commander Sands shall receive other instructions. Through this commission, appointed with the concurrence of the able governor of the State, the views of his Excellency Governor Murrah (which he was prevented by illness from presenting at the recent meeting of the governors and General Smith at Marshall) will be communicated to the Federal Government, and it is believed that peace can be definitely concluded with the United States Government upon such terms as will insure it to be honorable and lasting. In the meantime it is absolutely necessary that the planters of each county, particularly those residing near the various railroads, shall send, without the least delay, provisions, especially corn and bacon, to Houston and Galveston, which places have been drained of their supplies in furnishing the troops in their recent retrograde movement, and which places now offer a profitable market. Four hundred bushels of corn and 2,000 pounds of bacon are required to be sent forthwith to Galveston for the supply of troops there until the commissioners shall have been heard from. The patriotic planters are once more earnestly called upon to furnish supplies to the garrison at Galveston, so as to enable the commanding general to make this last effort for the interest of the State of Texas.

J. B. MAGRUDER,
Major-General, Commanding.

Official circular of Major-General Magruder, C. S. Army, announcing the surrender of Confederate armies and property in the Trans-Mississippi Department to the Army of the United States.

HDQRS. DISTRICT TEXAS, NEW MEXICO, ETC.,
Galveston, June 2, 1865.

The commanding officers of subdistricts, posts, troops, and steamers, arsenals, factories, and all public establishments of the Confederate States in Texas are hereby officially notified that General E. K. Smith, commanding the Trans-Mississippi Department, has this day signed a convention with the United States authorities by which the armies and property of the Confederate States in the Trans-Mississippi Department have been surrendered to Major-General Canby, United States Army.

All officers are charged to protect property of every kind whatever, in which the Confederate States Government has any interest, and are reminded that they are bound by every consideration of honor to preserve the same, that it may be faithfully turned over to the United States authorities.

This circular is sent by a steamer of the United States Navy, which opportunity has been courteously afforded the major-general commanding the District of Texas, etc., by Commodore Sands, commanding blockade fleet off Galveston.

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Letter from Major-General Magruder, C. S. Army, to Captain Sands, U. S. Navy, requesting transportation to New Orleans.

HOUSTON, TEX., June 6, 1865.

COMMODORE: Whilst on board your ship the other day, General Smith and I were invited by General Davis (as you may remember) to proceed with him at once to New Orleans. Important duties then to be performed prevented my accepting that offer. I have now appointed commissioners and instituted measures necessary to carry out the provisions of the convention entered into by Generals Smith and Canby, and having nothing further to do am extremely anxious to proceed to New Orleans with such of my staff as may wish to accompany me, under the terms of the convention, to give my parole there.

I will now be very glad to avail myself of the means of transportation so courteously offered the other day.

This communication will be handed you by Captain Turner, of my staff, who is perfectly acquainted with my wishes, and who will have the honor to bring to me your reply.

I am, commodore, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding, etc.

Commodore B. F. SANDS,
Commanding U. S. Fleet off Galveston.

Letter from Major-General Magruder, C. S. Army, to Captain Sands, U. S. Navy, announcing his purpose to remain at Galveston to await development of affairs.

HDQRS. DISTRICT TEXAS, ETC.,
Galveston, June 8, 1865.

COMMODORE: I am requested by Major-General Magruder to express to you his sincere thanks for your kindness, and to say that as General Smith, commanding the Department, has declined to relieve him from command, he will await here the development of affairs.

With assurance of high regard, I am, commodore, your obedient servant,

EDMUND P. TURNER,
Assistant Adjutant-General.

Commodore B. F. SANDS,
Commanding Third Division Gulf Squadron.

P. S.—Several of the general's staff will be ready at 9 o'clock in the morning.

Very respectfully, your obedient servant,

EDMUND P. TURNER,
Assistant Adjutant-General.

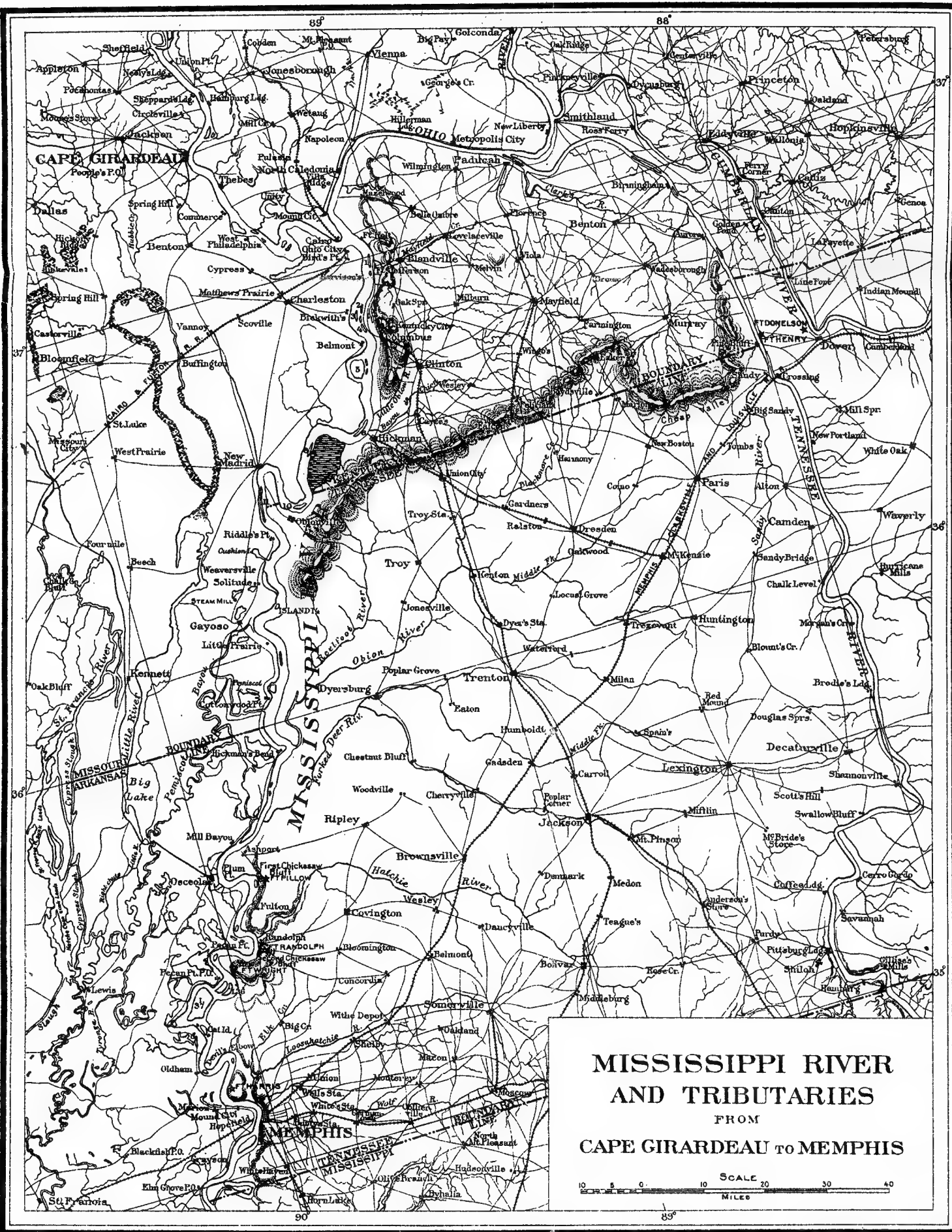
NAVAL FORCES ON WESTERN WATERS.

FROM MAY 8, 1861, TO APRIL 11, 1862.



MISSISSIPPI RIVER
AND TRIBUTARIES
FROM
CAPE GIRARDEAU TO MEMPHIS

SCALE
10 5 0 10 20 30 40
MILES



MISSISSIPPI RIVER
AND TRIBUTARIES
FROM
CAPE GIRARDEAU TO MEMPHIS

SCALE
0 10 20 30 40
MILES

NAVAL FORCES ON WESTERN WATERS.

FROM MAY 8, 1861, TO APRIL 11, 1862.

Report of Lieutenant Febiger, U. S. Navy, requesting to be detached from the U. S. Coast Survey.

U. S. NAVY YARD, NEW YORK, May 8, 1861.

SIR: I would most respectfully request to be detached from the U. S. Coast Survey, and should it be the intention of the Government to employ a naval force to cooperate with the army at Cairo in the blockade of the Western rivers would respectfully solicit orders for such duty.

A small force could be easily organized of seamen now out of employment in any of the Western cities, which, armed and equipped in the usual manner, would doubtlessly be of service either ashore or afloat.

Should the above suggestion not meet with the approbation of the Department I wish to be considered as anxious for immediate employment in any service.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,

Lieutenant, U. S. Navy, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, transmitting plan of James B. Eads for blockading the commerce of the seceding States on the Mississippi.

NAVY DEPARTMENT, May 14, 1861.

SIR: The enclosed communication of Mr. James B. Eads, containing a description of Cairo and submitting a plan for blockading the commerce of the rebelling States on the Mississippi, is respectfully referred to the War Department, to which the subject more properly belongs. Mr. Eads has been informed of the reference.

I have the honor to be, sir, your obedient servant,

GIDEON WELLES.

HON. SIMON CAMERON,

Secretary of War.

[Enclosure.]

WASHINGTON CITY, April 29, 1861.

SIR: Herewith I have the honor to submit for your consideration the following proposition and information relative to the feasibility of effectually blockading the commerce of the rebelling States upon the Mississippi River:

Proposition.—Establish at Cairo, as the base of operations, a strong force, with such batteries on shore and afloat as will effectually control the passage of vessels bound up or down the Mississippi and Ohio rivers.

Description of Cairo.—The city of Cairo has a broad levee front on the Ohio River, raised about fourteen feet above the natural level of the city and extending for a distance of about three miles immediately along the river. On the Mississippi side extends a levee of the same height and about the same length, but removed from the bank of the river from 100 yards to half a mile distant, to be out of danger from the caving in of the bank. From this levee, across from the Ohio River, a levee extends of the same height, by which the town is protected from the backwater, the whole forming a delta. These levees would afford admirable defenses upon which to plant batteries at proper points. The great Central Railroad of Illinois, in addition to the Ohio and Mississippi rivers, would afford means of supplying this point with great rapidity with troops, munitions of war, and provisions, and the place would be capable of accommodating a force on land of 50,000 men, if need be. The levees are perfectly safe, and the drainage system established in connection with the steam pumps of the corporation are amply sufficient to remove all seepage water. The health of the place has been greatly improved by this system of drainage. From the bank on the Ohio side that river can be completely commanded. A large bar of sand lies between the Missouri shore and the levee on the Mississippi side of Cairo and throws the channel along the Missouri shore nearly two miles distant from the town. A floating battery upon the river would be needed to fully command the commerce on the Mississippi River. For the purpose of more readily comprehending the matter, I have drawn from memory a rough sketch, or map, of the place and its surroundings.

Floating batteries.—The Missouri Wrecking Company have one very strong boat, built originally for a snag boat by the United States, and purchased and altered for the purpose of raising steamboats sunk on the Mississippi. It is a twin boat, each hull of which is subdivided into seven water-tight compartments, and shot penetrating three or four of these would not sink her. She is abundantly strong for a complement of 32-pounders, and has four double-flued boilers and two independent engines to drive her. With \$2,000 or \$3,000 worth of cotton bales arranged properly upon her she could be made exceedingly effective for offense or defense. The erection of batteries upon the banks of the river by the enemy could be prevented by this means, and steamers could be overhauled or points on the river effectually attacked with her. I know of no boat or vessel on the Mississippi which could possibly resist her. By using the steam pumps with which she is provided she could be kept afloat with twenty 32-pounder shot through her. With her armament on board she would draw about 4 feet. We never find less than 5 feet from Cairo to

Memphis. The same company have two other boats, lighter than the above, provided with steam engines, which would be very effective in shoaler water for similar purposes.

The result.—The effect of this blockade would be most disastrous to the South, as it would effectually close the main artery through which flows her food. It would establish a tollgate through which alone her dutiable goods could enter, or through which her products could find their way to market. The only outlets or inlets which would remain to her would be the Tennessee and Cumberland rivers and the railroads from Louisville to Nashville and Chattanooga. The Tennessee and Cumberland rivers are navigable only by very small steamers, except in short seasons of high water. Their mouths can be easily commanded by batteries on the Illinois shore or by floating batteries. The railroad is very vulnerable, as one man could blow up a culvert or bridge and render it useless for the time being. If Kentucky were friendly to the Union, these three inlets could be effectually guarded; if she were unfriendly, their northern termini would be completely at our mercy. Once close them and the great Mississippi, and starvation is inevitable in less than six months.

Very respectfully, your obedient servant,

JAMES B. EADS,
Of St. Louis, Mo.

HON. GIDEON WELLES,
Secretary of the Navy.

Special order of the Secretary of War submitting the Eads plan to Major-General McClellan for consideration and action.

WAR DEPARTMENT, May 14, 1861.

Mr. James B. Eads, of St. Louis, has proposed as a means of defense and of active operations at Cairo and the rivers adjacent, the employment of the boats owned by the wrecking company of which he is a member, and has advised that said boats be taken by the Government and properly armed and equipped for that service. The Government here deeming very favorably of the proposition, but unwilling to decide positively upon the matter without the knowledge and approval of the general in command of that department, it is ordered that the subject be referred to General McClellan, who will consult with Mr. Eads and with such naval officer as the Navy Department may send out for that purpose, and then, as he shall find best, take order for the proper preparation of the boats.

SIMON CAMERON,
Secretary of War.

Letter from the Secretary of the Navy to James B. Eads, acknowledging receipt of proposed plan of blockade of seceding States on the Mississippi River.

NAVY DEPARTMENT, May 14, 1861.

SIR: I have received your letter of the 29th ultimo with enclosures, giving a description of Cairo and submitting a plan for blockading the commerce of the rebelling States on the Mississippi, and have

referred it to the War Department, to which the subject more properly pertains.

I am, respectfully, your obedient servant,

GIDEON WELLES.

JAMES B. EADS, Esq.,
Washington, D. C.

Order of the Secretary of the Navy to Commander Rodgers, U. S. Navy, to cooperate with Major-General McClellan, U. S. Army, in the execution of the Eads plan of blockade.

NAVY DEPARTMENT, May 16, 1861.

SIR: You will proceed to Cincinnati, Ohio, or the headquarters of General McClellan, where[ever] they may be, and report to that officer in regard to the expediency of establishing a naval armament on the Mississippi and Ohio rivers, or either of them, with a view of blockading or interdicting communication and interchanges with the States that are in insurrection.

This interior nonintercourse is under the direction and regulation of the Army, and your movements will therefore be governed in a great degree by General McClellan, the officer in command, with whom you will put yourself in immediate communication. He will give such orders and requisitions as the case to him shall seem necessary, you acting in conjunction with and subordinate to him.

Whatever naval armament and crew may be necessary to carry into effect the objects here indicated, you will call for by proper requisition.

Make your reports to this Department.

I am, respectfully,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
Washington, D. C.

Letter from the Secretary of the Navy to Commander Rodgers, U. S. Navy, transmitting letter from Hon. W. M. Dunn, of Madison, Ind.

NAVY DEPARTMENT, May 20, 1861.

SIR: I herewith enclose for your information a copy of a letter addressed to the Department, on the 13th instant, by the Hon. W. M. Dunn, of Madison, Ind., in relation to the facilities in that quarter for boat building, construction of floating batteries, etc.

I am, respectfully, etc.,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
Cincinnati, Ohio.

Order of the Secretary of the Navy to Naval Constructor Pook, U. S. Navy, to proceed to special duty at Cairo, Ill.

NAVY DEPARTMENT, May 20, 1861.

SIR: Proceed to Cairo, Ill., and on your arrival report to Commander John Rodgers for special duty under his direction.

Upon the completion of this duty you will return to Washington and resume your duties at the navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Naval Constructor S. M. Pook,
Navy Yard, Washington, D. C.

Letter from the Secretary of the Navy to Nathan C. Meeker, Esq., regarding invention for propelling boats.

NAVY DEPARTMENT, May 21, 1861.

SIR: The Department has received your letter of the 12th instant in relation to your invention for propelling boats. If you will submit your plan to Commander John Rodgers, of the Navy, now at Cairo, he will examine it.

Very respectfully,

GIDEON WELLES.

NATHAN C. MEEKER, Esq.,
Dongola, Union County, Ill.

[Telegram.]

CINCINNATI, May 24, 1861.

Time is very precious; has Mr. Poore [Pook?] started?

JOHN RODGERS,
Burnett House.

Hon. G. V. Fox.

Letter from J. K. Moorhead, esq., to the Secretary of War, objecting to the conferring of authority upon Captain Rodgers, U. S. Navy, for the purchase of vessels.

PITTSBURG, May 27, 1861.

DEAR SIR: I was surprised to learn this evening that Captain John Rodgers, of the Navy Department, is now at Cincinnati buying and arranging for steamboats, that he has an agent here and is expected here in a few days himself to purchase several boats.

I am greatly surprised at this for several reasons: First, because the Navy Department, in my opinion, has no jurisdiction on the Ohio and Mississippi rivers; and secondly, because an old sea captain, however well he may understand the sea and seagoing vessels, can, of course, know nothing of rivers and river steamboats; and thirdly, because I supposed the Western command had been given to General McClellan (by the War Department), a very competent man, who

had made arrangements to secure the best skill amongst our river men for the purpose of purchasing boats and transporting men and munitions of war.

I learned from Captain Fox, Chief Clerk of the Navy Department, a few days ago that Captain Rodgers had been sent out here, but I understood it was for the purpose of arranging about placing cannon on steamboats. I am now astonished to find that he claims to have charge of the entire movements on the water.

Excuse me for saying I believe this to be a grand mistake; that if not corrected will cost the Government some hundreds of thousands of dollars, and may jeopardize or greatly injure the efficiency of the service.

Besides, it is giving to the Navy a jurisdiction that I think clearly belongs to the Army, and I am proud to be able to add that the public have much the greater confidence in the latter.

Captain Rodgers was, I presume, appointed upon his own suggestion, as I could hear of no person having made such a recommendation.

General McClellan had consulted with Captain Kountz, one of our best and most efficient river men, and notified him that he would require his services in this branch, and when about to give him an order to purchase and prepare boats for transportation, to the chagrin of both, Captain Rodgers steps in with his commission or authority from the Navy.

Please give this your early attention, and inform me of the result.

Respectfully, yours,

J. K. MOORHEAD.

HON. SIMON CAMERON,
Secretary of War.

Report of Commander Rodgers, U. S. Navy, regarding requirements for three gunboats.

CINCINNATI, June 7, 1861.

SIR: Required for service on the Mississippi River in three gunboats:

Sixteen cannon, 32-pounders, 57 cwt., 16 gun carriages complete, with gear for them, gunpowder, shot and shells; 50 rounds service charges; 50 rounds practice charges; small arms, swords, and pistols for three vessels; the united crews being 198 souls.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Rodgers, U. S. Navy, regarding the purchase of three steamers for naval service.

CINCINNATI, June 8, 1861.

SIR: I have, after consultation with General McClellan, and after inspection by Mr. Pook, the naval constructor, brought [bought?] three steamboats for naval service in these waters.

They were called the *A. O. Tyler*, the *Lewington*, and the *Conestoga*. The name of the first of these I will, with your permission, change to *Taylor*, a name of better augury than *Tyler*.

The three are side-wheel, high-pressure boats; their united tonnage amounts to 1,167 tons.

They are all sound; the *Lewington* is a new boat. The price of these boats was about \$97,000 to the builders; to the Government it is \$62,000.

All the river boats are so different from war vessels in all their appliances that considerable alterations are necessary to fit them for use. They needed a good deal of strengthening, and because the crew would be liable to be picked off while passing along the banks of the river in places where no effectual return could be made to the fire of an individual, I decided upon putting bulwarks of oak plank 5 inches thick, which I found by experiment a sufficient guard against small arms.

The boilers and engines can not be defended against cannon shot. We must take our chances.

The necessary changes and additions will cost about \$41,000 more, making the price of each of the three boats about \$34,000, completed.

The principal and longest contract calls for the delivery of these boats by the 27th of June, under a loss of 10 per cent of the whole contract for every day's delay after that time until delivery.

With such stringent terms I feel assured that the boats will be ready for us by the 27th instant, and I therefore beg that the requisitions which I enclose may receive immediate attention from the proper bureaus.

I am confident that the vessels will be able to render useful service, and I am very anxious to be at my station.

I think it is not desirable to have the crew in town until the vessels are ready for them.

Provisions may more cheaply be bought here than transported from the East. I request permission to buy them here.

I request permission to engage the necessary pilots, engineers, and firemen here.

The management of these engines in the muddy waters of the Mississippi requires a peculiar experience, which it is cheaper to employ than to teach.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of War to the Secretary of the Navy, requesting that recommendations from Army headquarters be carried out.

WAR DEPARTMENT, June 11, 1861.

DEAR SIR: The enclosed documents are respectfully referred to the Secretary of the Navy with a request that the recommendations of the lieutenant-general may be carried out.

It is understood that a commander in the Navy is already on such duty upon the Ohio and Mississippi. The attention which he has already given to this subject no doubt has prepared him to act efficiently in this matter. Some of the principal river steamboat constructors west should be consulted, as suggested by Mr. Lenthall, in order to make their experience available. Rifled 42-pounders, from their long range and accuracy, and the moral effect they produce, should form a part of the armament of each gunboat. The Ordnance Department of the Army is now engaged in rifling the 42-pounders on hand. That Department will be instructed to prepare a sufficient number to supply each of the sixteen gunboats required by the lieutenant-general with not less than two such guns and a sufficient supply of ammunition.

The other guns it is supposed may be properly supplied by the Navy, though the War Department will undertake this part of the work if it be desired.

The Chief of the Ordnance Department will examine these papers, take copies, and hand the originals to the Secretary of the Navy.

SIMON CAMERON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Captain Rodgers, U. S. Navy, condemning as without authority from the Department the purchase of vessels by him.

NAVY DEPARTMENT, June 12, 1861.

SIR: Your letter of the 8th instant, the first that has reached the Department from you, was received to-day. The requisitions for gunboats, for which you state you have contracted, are without authority from this Department. You were directed to proceed West and report to General McClellan, commanding the forces on the upper Mississippi, and it was distinctly stated in your instructions that that officer would make the necessary requisitions. The movement in that quarter pertains to the Army and not the Navy. Nor must the two branches of service become complicated and embarrassed by separate action or any attempt at a combined movement on the rivers of the interior. You are, then, subordinate to the general in command, to aid, advise, and cooperate with him in crossing or navigating the rivers or in arming and equipping the boats required for the army on the Western waters. Should naval armaments be wanted for any of the boats, or crews to manage them, you were

specifically authorized to make requisition for either or both, but nothing further. The Department can not recognize or sanction any contract for boats. They are not wanted for naval purposes. If they are required for the Army, those whose business and duty it is to procure them will make requisitions on the War Department. There has been and is great sensitiveness among the boatmen and others on the Western rivers in relation to the water craft that might be required for the Army, and it was an especial object of the Department in framing your instructions to so restrict them as to avoid jealousy. Repeated applications have been made to the Department in regard to your movements and powers by Members of Congress and others, to all of whom unequivocal answers have been given that you were not authorized by this Department to purchase or build boats or make contracts. You were promptly telegraphed, immediately on the receipt of your first letter informing of your operations, this Department can not respond to your requisitions for money to purchase boats, nor with our limited number of officers can we spare any such number as are proposed for interior operations. Boatmen who navigate Western rivers must be selected, and, for the management of river boats, would doubtless be quite as serviceable as experienced seamen. The employment of men and their subsistence, together with the necessary engineers, pilots, firemen, etc., for the army movements, including the steamers, properly belong to the Army; and whatever you may do as regards them or either of them will be under the direction of the general in chief and by requisitions on and at the expense of the War Department. Should not your services or those of Mr. Pook be required by the War Department, you will be at liberty to return to this city.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
Cincinnati, Ohio.

Letter from the Secretary of the Navy to the Secretary of War regarding the superintendence of vessels under construction on Western waters.

NAVY DEPARTMENT, June 12, 1907.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, with the accompanying papers of the lieutenant-general and others. It will not be within the power of this Department, with its reduced force and the large demands upon it, to furnish the officers asked to superintend the building of boats and engines on the Western waters. With due deference, I must state that it seems to me unnecessary that such superintendents should be naval officers. This Department does not detail officers of the line to attend to the construction of ocean steamers, but employs civilians, engineers, and naval constructors.

As the boats for the Western waters are in many respects different from ocean steamers in their construction, it would be well to have them built by Western men, who are educated to the peculiar boat

required for navigating rivers. We will authorize one of our naval constructors to advise and assist in so building as to adapt them to war purposes should you desire it.

I would remark in this connection that I yesterday received a communication from Commander Rodgers, who, after consultation with you, was sent a few weeks since by this Department to Cincinnati to assist in carrying out the views of the general in command in that quarter. In this communication Commander Rodgers alludes to the purchase of boats and certain requisitions connected therewith which pertain to the War Department rather than this.

The communication of Commander Rodgers is submitted for your perusal, and I return herewith the communication of the lieutenant-general with the other papers.

I am, respectfully, etc.,

GIDEON WELLES.

Hon. SIMON CAMERON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, *June 11, 1861.*

The movements on the Mississippi are under the direction and control of the Army. All purchases of boats for army movements must be made by the War Department. You are not authorized to make requisitions except for armament and crew.

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN RODGERS, U. S. Navy,
Cincinnati, Ohio.

[Telegram.]

CINCINNATI, OHIO, *June 12, 1861.*

General McClellan has approved the bills for the steamboats. The written approval of a superior officer makes an act of purchase his own.

JOHN RODGERS,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary Navy.

Letter from the Secretary of the Navy to Hon Cyrus Aldrich, disclaiming authority for the purchase or construction of vessels.

NAVY DEPARTMENT, *June 13, 1861.*

I have the honor to inform you, in answer to your letter of the 27th ultimo, that this Department is not making arrangements for building or purchasing boats on the Mississippi River.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. CYRUS ALDRICH,
Minneapolis, Minn.

Order of the Secretary of the Navy to Captain Rodgers, U. S. Navy, regarding the supply of ordnance materials for vessels on Western waters.

NAVY DEPARTMENT, June 17, 1861.

SIR: The Bureau of Ordnance has been directed to supply you with such ordnance materials as can be spared for the armament of the boats which the Army may purchase on the Ohio or Mississippi rivers and place under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
Washington, D. C.

Order of the Secretary of the Navy to Commander Rodgers, U. S. Navy, to proceed to Erie, Pa., to select ordnance material.

NAVY DEPARTMENT, June 18, 1861.

SIR: You will proceed to Erie, Pa., and select such ordnance material as you may deem expedient for the service to which you are assigned.

You will advise the Bureau of the class and number of the guns selected, together with the quantities taken of other ordnance articles.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
Washington, D. C.

Letter from the Secretary of War to the Secretary of the Navy forwarding requisition for articles for three gunboats under construction.

WAR DEPARTMENT, July 19, 1861.

SIR: I have the honor to enclose a requisition of Commander John Rodgers, of the U. S. Navy, for articles required for the three gunboats in course of construction for army use.

I respectfully call your attention to the endorsement made upon the requisition by the officer in charge of the Ordnance Bureau of this Department, and request that you will give the requisite order for the supply of the articles, inasmuch as they can not be procured from the arsenals of the Army.

It is of course understood that this Department will pay for the articles furnished under this requisition.

Very respectfully, your obedient servant,

SIMON CAMERON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Charles Ellet, esq., to the Secretary of the Navy, warning him of rumored preparations for attack upon blockading vessels in the Gulf.

HEIGHTS OF GEORGETOWN, D. C., June 21, 1861.

SIR: I addressed a communication to you some weeks since, calling your attention to the value of steam rams as a formidable means of defending the coasts and harbors of this country against a foreign naval attack.

Although I failed to obtain your serious attention, or that of either of your two predecessors in the Department, I think it proper to say to you that after the publication and distribution of my views to Congress six years ago, the very plan which I recommended was adopted, on a gigantic scale, both by the British and French governments.

My purpose in addressing you again on this subject is, that I am induced, by a vague hint in a New Orleans paper, to suspect that they have now in preparation on the Mississippi a plan of this sort for running into and sinking some of the blockading vessels in the Gulf.

I am of the opinion that it would be worth while to put our naval commanders there on their guard against that particular danger, and am, sir,

Respectfully, your most obedient,

CHARLES ELLET,
Civil Engineer.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from E. P. Dorr, esq., to the Secretary of the Navy regarding the construction of an infernal submarine vessel for operations against United States vessels in the Gulf.

CHICAGO, ILL., June 25, 1861.

DEAR SIR: I am a resident of Buffalo, N. Y.; am here stopping for a few days at Tremont House. Yesterday morning I met a lady belonging in the New England States, who has been engaged for past three years in teaching school, a little north of New Orleans. She left there a few days (six) since and arrived here yesterday morning. She is a very intelligent, middle-aged woman, full of patriotism for her country, and thankful for her escape from the South. She tells me that the rebels in New Orleans are constructing an infernal submarine vessel to destroy the *Brooklyn*, or any vessel blockading the mouth of the Mississippi; from her description, she is to be used as a projectile with a sharp iron or steel pointed prow to perforate the bottom of the vessel and then explode. Says it is being constructed by competent engineers, etc. This is what was probably meant by the preparation, as published in New Orleans papers, to sink her beneath the waves, etc.—(*Brooklyn*). She also reports a formidable floating battery being built at Mobile, to be mounted with large guns of immense size and range to drive away or capture the ships, by engaging them at long range, blockading the harbor of Mobile.

I put implicit reliance in the correctness of this information. I have not perhaps followed her language precisely, but it is the substance of it drawn out by me. I having once, for some years, been a sailor, am a competent judge of the correctness of what she stated, and while I have no fears of either succeeding, I deemed it my duty to convey the information to you; "forewarned, forearmed."

Mr. Julius White, of this city, the collector of Chicago port, lives 10 miles from here. He will call upon this woman this evening at my request, as she is stopping at his place, and he will write the honorable Secretary Treasury to-morrow to hand to you any more facts he may get. I am known to several of the Army and Navy officers now in Washington, Captain Woodruff, topographical engineer, and others, if you wish a reference.

I am, respectfully, your obedient servant,

E. P. DORR,
Buffalo, N. Y.

HON. GIDEON WELLES,
Secretary of the U. S. Navy, Washington, D. C.

Report of Lieutenant Phelps, U. S. Navy, regarding general matters in and about Louisville, Ky. .

LOUISVILLE, *July 21, 1861.*

DEAR SIR: Your letter of yesterday I received this morning. In writing to you a few days since I took occasion to stigmatize the reports of two pilots, a Mr. Hiner and another, concerning the depth of water on the shoals below this point, as utterly false and conceived in the hope to further personal interests and those of the pilot association. The reports of the water on the Portland bar, got up in Cincinnati, are just as false and in the same spirit as those of Mr. Hiner, who told me there were 4½ feet on the Portland bar, and when it was examined, a few hours after, not 3½ feet could be found. I stated to you in a former letter that I was having it examined daily. I have continued this, and have myself been on it, and had the pilot there in a gig to examine all parts of it, and we have not yet found 4 feet. Mr. Sebastian ranks high as a pilot, and is quite as honest as anyone among them. In some manner the pilot association is determined to carry its ends and force its terms upon you. If the river should rise so as to offer a chance of getting the vessels to Cairo, I can take them there with the force on board and without more pilots, and I should infinitely prefer to do it rather than see the pilot association succeed in its plans. Let us do this and they will come down in their notions of the value of their services, which are preposterous. The two Sebastians and the masters—Drible [Duble?] himself being quite capable—will suffice, if need be, to work the boats out as well as the association pilots could. You know there are two classes of pilots—associationists and outside men. I will now have a regular table kept of the soundings. I was on the bar the other day in the ferryboat, a flat-bottomed craft, and we had difficulty in getting to New Albany.

I have opened a rendezvous at the canal locks, which is a point intermediate between this place and Portland. Is it not possible to have a small fund for recruiting service, say, \$1 per man enlisted? With such a fund runners could be employed here to great advantage. There are some men about the port, where the boats are, who are shipping though the doctor finds it necessary to reject a large portion as unsound. If the supply there should disappear and the boats still be kept where they are by low water, I will move the office to the river-side here.

Receiving no arms from Cincinnati, and hearing nothing of them, I went over to General Rousseau, at Camp Holt, and borrowed 30 stand from him, with 500 rounds of cartridges. There are 10 on board each boat. You have not replied about the marine guard, so I have engaged a sergeant for the *Conestoga*, who is enlisting 14 men and 1 corporal to make a guard for that vessel. He is a well-looking man, and expects to get his men from his own company in New Albany, and have them ready by Tuesday next. Many of the old firemen I have had to discharge on the surgeon's examination, and most of the enlistments here are to fill up their places in the fire department, those being most sought for. Shall I take your silence for consent and swear in Mr. Herrtifree [Hartupee?], of New Albany, as second engineer of the *Tyler*, which will complete the number in all the vessels? He is highly spoken of.

There is no paint for the boats. The *Lexington* exhausted the supply put on board by contractors. It would be well to paint them inside now.

The carpenters have left the *Lexington* and *Conestoga*. There is but one ladder to get on deck in the *Lexington* and that one on the forecastle. The *Conestoga* has two, a hatch having been made to get on deck from the cabin, and the other ladder (all of poplar) is also on the forecastle. There are no other ways of getting on deck, and no way provided for getting into the lookout house aft. The ladders to get into the pilot houses are simply perpendicular round ladders (not step ones), leading to very small holes, through which only an active man can enter. The middle carline and two short ones in the *Conestoga* are not supported, except by temporary posts, which must come down, being in the way of the guns, and were not intended to be permanent. If knocked out, the pilot house, bell, and all, would come down. This is certainly a carpenter's job. One of the carlines over the engines is broken about the middle and the half is gone. None has been put in to replace it, and the one on the other side is not secured in any way, and the same with the middle one in the cabin, the end being shored up by a temporary piece of scantling, as are those under pilot house. The contract calls for two staterooms and a cabin, two mess rooms with cupboards, and ten staterooms for officers. There are two mess rooms 8 by 10 feet, some smaller, and eight staterooms in all on each vessel, instead of the twelve called for. The gun room aft must serve as cabin. I wanted some pantries and closets fixed on board the *Conestoga*, in lieu of the other rooms, for which there is not space, a fact the constructor should have ascertained before he planned their arrangements and made contract, but the carpenters went off without doing the work. We have a right to insist on it, and I am confident the contractor can not pretend to dis-

pute the justice. The roundhouse for the captain they have put in simply won't answer at all, as you will see in a moment. Nothing but a regular bowl, with valve, tank, and water-pipe will do in that part of the vessel, instead of which a zinc pipe leads from the seat to outside, at an angle of 45° , all the way of the same size and about 8 or 10 inches in diameter, the seat narrow and inclined. The joiner-work is exceedingly rough; the staterooms, two berths in each, are 6 feet square.

The vessels are in charge of masters, Mr. Hurd having gone down to take charge of the *Lexington*. I relieved Captain Collier on the 19th and Captain Williamson to-day.

I find that people have an idea that there is a chance for contract—upon which our country has gone mad and about which it is worse than dishonest—to get the vessels over the bars; anyone of these river men is ready to enter into contract to do it, even if there is not a particle of chance to succeed, knowing well that it is an easy matter to get relief from Congress to two or three times the amount of their outlay whether successful or not, as the Government is liberal and only needs the show of having undertaken to serve it for a good basis to recover largely. Get the contract, make a show of carrying it out, and a speculation follows of course. I have been asked if the Government would contract to get them out by parties here and in Portland, but I answer no, because satisfied that it would result in scattering the vessels along the bars below here, at out-of-the-way places, and exposed ones. There is but 30 inches water at Scuffletown and 3 feet at Flint Island, the channel narrow and crooked, and the chance of getting a vessel through, at this time, mounted on barges and raised 2 feet is exceedingly small, in fact, not possible. At French Island there are 4 feet now. I make it my business to gather all the information I can about the river below, and I am satisfied the steamers can not now be floated out in any manner, and such is the opinion of men here who have been a long while on the river, but are now doing business elsewhere. The height of water should afford 4 feet out of the river, and if the river does not fall while the channels are improving, we may hope for that depth before long. The rise here in the past ten days has amounted to nearly 5 inches. Day before yesterday the water was exactly at the point it was when I first came here.

Captain Lockhart, superintendent of the canal, and an out and out Union man, advanced the money to pay for the calking of the *Conestoga*, at Captain Williamson's instance, before I came down. It is entered in the bills of that vessel, and I ask your attention to it. He, however, has not spoken of it to me. By the way, he tells me he has a coal mine nearly down to Cairo, and would like to furnish coal for the service, which can be done economically and readily from the mine. I advised him to write to you, as I had nothing to do with it, and knew nothing of it. I will mention, however, that he has been an active Union man, has spent his money freely in getting arms and ammunition for Union people, and called upon the home guards to have a special eye to the safety of the gunboats, and, I believe, has in considerable degree been the cause of their being entirely unmolested and our people safe from insult in that secession hole, Portland. As soon as the election is over, the first Monday in

August, this State will side with Government and then we may expect a pretty row all over its territory.

Yours, respectfully, etc.,

S. L. PHELPS,
Lieutenant, U. S. Navy.

Commander JOHN RODGERS, U. S. Navy,
Cincinnati, Ohio.

The officers have not a cent of money to send to market and start their messes. What shall be done? Most have a month due them.

Letter from the Secretary of the Navy to the Quartermaster-General, U. S. Army, returning drawings and specifications for new gunboats.

NAVY DEPARTMENT, July 22, 1861.

I herewith return the drawings and specifications for gunboats on the Mississippi. They were submitted, as requested, to Engineer in Chief Isherwood, a copy of whose report is enclosed. The Department will be glad to give any other information in its power that you may desire on the subject.

I am, respectfully, etc.,

GIDEON WELLES.

General M. C. MEIGS,
Quartermaster-General, U. S. Army.

Report of Lieutenant Phelps, U. S. Navy, regarding general matters in the Ohio River.

LOUISVILLE, July 25, 1861.

DEAR SIR: The Portland bar improves, and I have hopes of getting the boats over soon. They are all together at Shippingport. I yesterday discharged a number of hands, giving passes to Cincinnati, to be charged to Government, as the men came from there in the boats.

I again call your attention to the deck I wrote about for the *Conestoga*. If built of inch pine, covered with canvas and proper carline stuff, bulwarks of 3-inch oak plank, it can be done for \$266 by contract. The man who wants to enter as carpenter, when I know what pay is to be allowed, tells me he could not do it for much if any less if he were to undertake it, hiring men by the day.

When the paint comes, I will at once set the men at work.

The more I examine the work on the *Conestoga* the more disgraceful patching it appears to be. The *Lexington* is best done, but none well, and the joinerwork all round is more like the work of Irish laborers than of mechanics.

The boat davits are not up and no attempt made to put them up; the same of the iron ties and bars over the boilers. In the *Tyler* you can not get from aft forward without walking over the boilers. No

attempt has been made to deck over for a gangway. The contract calls for swinging booms. None is provided. Ladders can be arranged over the side abaft the wheel to ascend to the upper deck, and one forward to pass in by a vacant porthole. It will not be easy to cut a gangway now.

The latest news from below, now three days old, gives 3 feet water to Henderson, the bars having from 3 to 3½ feet. When you are disposed to try floating the boats out—a thing I do not believe to be practicable—I trust you will order me to undertake it. If a contractor can do it I can. We can get the boats to Cairo, if water comes, with the pilots we have, and there will be no necessity for giving in to those scoundrels of the association. My opinion of river men entirely coincides with yours. I will not believe any only in so far as my judgment can establish as fact outside testimony and circumstances. I am not pleased with the river men material. We ought to have some few old men-of-war-men. I am persuaded, too, that you will find it necessary to get authority to issue navy rations and have navy regulations in regard to commutation, etc. It will be the only way to save annoyances and losses to us. The army is not fit for shipboard and won't do at all. I see that we are expected to be responsible for provisions and supplies furnished—a feature I do not at all like. I wrote you about my account, or rather about the difficulty met with in regard to pay, not having orders to show for anything beyond special duty, while, in fact, I am in a measure performing all manner of duties and have the river ones in as large a sense as those on shore and more so as far as respects responsibility. I want the question of position settled. If I am to be a lieutenant, commanding, well and good; and if not, now is the time to know it, when I shall take a positive stand on the subject with the Department.

Clothes and hammocks would encourage enlistment, and I think the officers should receive some pay to enable them to market to advantage. They have no money among them. I have had the firemen and coal passers full several times, but discovered hernias, etc., turns many off.

A gentleman of New Albany, who will offer bids for building boats, suggests that the wheel should be divided into two, so that one can back while the other goes ahead. A beam should pass between for the shaft ends to rest on. In this a boat can turn quickly on her heel, but with one wheel, as I have frequently seen, they are almost unmanageable—can't be turned. This is important. Two wheels, in the way proposed, are used on the river; besides, if one engine is injured the other can go on while the one is repaired, with its one wheel. The one wheel, amidship or astern, is very objectionable in a war vessel, because the boat is so unmanageable, especially in a river. While a side-wheel turns readily, your stern wheel must put her stern on the back and take advantage of the current to help. I have promised to furnish the New Albany builder—a regular seagoing shipbuilder—the engine specifications as soon as I can get them. He will offer for both hulls and engines, having an extensive machine shop. Shall I swear in carpenters for each of the boats and enlist mates for them also? I suppose each boat should have two carpenters. If you will let me know when the boats are received from the contractors I can usefully employ our own carpenters and people.

Till then I can not, but I must put in my protests against some of the work done, and especially on the *Conestoga*, which is the worst.

I have plenty of arms borrowed, and a supply of ammunition.

Yours, respectfully and truly,

S. LEDYARD PHELPS.

Commander JOHN ROGERS, U. S. Navy,
Cincinnati, Ohio.

Order of Commander Rodgers, U. S. Navy, to Ordnance Master Bishop, U. S. Navy, regarding the shipping of muskets. •

CINCINNATI, OHIO, July 25, 1861.

SIR: Proceed to No. 22 Broadway, where you will find eight boxes of muskets turned over to me by Captain Kingsbury.

Have them marked as follows: Three boxes, Joshua Bishop, master, U. S. Navy, and five boxes, Lieutenant S. L. Phelps, U. S. Navy, New Albany, Ind., by way of Mitchell, Ind., on Ohio and Mississippi Railroad and New Albany and Salem Railroad.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Master JOSHUA BISHOP, U. S. Navy.

Report of Commander Rodgers, U. S. Navy, requesting sea pay for officers on the Western waters.

CINCINNATI, July 26, 1861.

SIR: The Fourth Auditor has decided that the officers attached to the gunboats on the Western rivers are not entitled to sea service, through express wording of the law, approved June 1, 1860, section 3, which enacts "that hereafter, no service shall be regarded as sea service but such as shall be performed at sea, under the orders of a department, and in vessels employed by authority of law."

The officers of the steamers passing up and down the Potomac are allowed sea service. The officers of the steamer *Michigan* on the lake, perform technical sea service. Officers in seagoing vessels are allowed sea service, even though in port; officers of Coast-Survey vessels on rivers and bays receive sea service. Technical sea service attaches by precedent and present practice to river service, such as the Secretary decides to be entitled to it. You, sir, decided this, if you recollect, when in your office you told me, in answer to an enquiry, that we should be allowed sea service. We are under a department and employed under authority of law, as contradistinguished from private or corporate enterprise. All three of the conditions necessary to sea service, therefore, seem to be met. I respectfully request that the Fourth Auditor be instructed as to the construction of the law for sea service applicable to our case.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *July 27, 1861.*

General Frémont is the successor of General McClellan. Report to him.

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN RODGERS, U. S. Navy,
Cincinnati, Ohio.

Letter from Lieutenant Wise, U. S. Navy, to Hon. Frank P. Blair, regarding the placing of an order with Knap, Rudd & Co. for ordnance.

WASHINGTON, *August 1, 1861.*

DEAR SIR: In compliance with your request, I have placed in the hands of Mr. Charles Knap, of the firm of Knap, Rudd & Co., Fort Pitt Foundry, Pittsburg, the order of the Secretary of War to furnish Major-General John C. Frémont, U. S. Army, with 16 navy shell guns of IX-inch bore and 30 XIII-inch mortars of army pattern, together with shells for the same, all to be forwarded with the utmost dispatch to St. Louis, Mo.

Mr. Knap has accepted the order in a communication of this date addressed to the Secretary of War, in which he states the following terms, viz:

1. That the navy guns will be charged at the original price for which the contract was made, to wit, $7\frac{1}{2}$ cents per pound, each gun weighing about 9,000 pounds.

2. The mortars to be charged at the army contract price of $6\frac{1}{2}$ cents per pound, each piece weighing about 17,500 pounds.

3. The shells at the navy contract price of $4\frac{1}{2}$ cents per pound; the IX-inch weighing about 71 pounds and those for mortars 200 pounds.

Mr. Knap further agrees to subject the mortars, guns, and shells to whatever examination or proof under navy or army conditions that the ordnance authorities may choose to direct.

I here desire to remark, in reference to the navy shell guns, that the guns now in possession of the Fort Pitt founders were rejected some few years ago by the Navy as part of a lot which were found to have been cast with defective trunnions. Some of the navy ordnance officers who were charged specially with the duty of inspecting these 16 pieces reported favorably on them and recommended their acceptance, all of which appears on the record of the Bureau of Ordnance. In a conversation, however, which I had this morning with Captain Dahlgren, from whose designs the guns were made, he told me he would not trust the guns beyond 300 rounds per gun.

I would take this occasion to suggest that an order be issued from the War Department to direct the shells for both mortars and guns to be fitted at or by the authorities of the Allegheny Arsenal.

With reference to the carriages for the navy guns, they will depend very much upon the positions the guns are to be mounted. If in battery on board of vessels they will require elevating screws and drawings of carriages, which I presume would be supplied by requisition on the Navy Department. I would finally remark that the probable

allowance of shells for both guns and mortars should be 100 shells per piece. Knap, Rudd & Co. promise to forward the guns at once and to turn the mortars out at the rate of four per week.

I am, very respectfully, your obedient servant,

H. A. WISE,

Assistant Inspector Ordnance, U. S. Navy.

The Hon. FRANK [P.] BLAIR,

House of Representatives.

Order of Commander Rodgers, U. S. Navy, to Master Bishop, U. S. Navy, to open a rendezvous and recruiting office at St. Louis, Mo.

CINCINNATI, August 5, 1861.

SIR: You will proceed to St. Louis by way of Louisville, whither you will carry a detachment of men shipped here.

Upon arriving at St. Louis you will open a rendezvous for enlisting men for the gunboat service; of whom you will enlist 100.

Inform me by letter of the probable success, and of the average number you receive per day.

You will hire a small steamboat at a cost of about \$15 per day or less, as a rendezvous for the men.

You will also rent a small recruiting office. An assistant surgeon will be furnished you for examination of the men.

Call upon the highest military authority in St. Louis and show him these orders; request his cooperation as far as may be needed.

Call upon the quartermaster, find whether he will pay bills, and learn what steps are necessary to enable him to do so.

Call upon the commissary also; and ascertain whether he will issue rations for the men whom you enlist; if not, procure food for them if possible at Government prices from the Government contractors.

Call upon the collector of customs, or in his absence upon his deputy, who will render you valuable assistance.

I have the honor to be, very respectfully, yours, etc.,

JOHN RODGERS,

Commander, U. S. Navy.

Master JOSHUA BISHOP, U. S. Navy.

Order of Commander Rodgers, U. S. Navy, to Master Bishop, U. S. Navy, to proceed to Louisville with a detachment of men.

CINCINNATI, OHIO, August 6, 1861

SIR: You will proceed to Louisville, Ky., with a detachment of men for the gunboats, on board the steamer *Major Anderson*, and deliver the men to Lieutenant S. L. Phelps, U. S. Navy; afterwards proceed to St. Louis.

Very respectfully, your obedient servant,

JOHN RODGERS,

Commander, U. S. Navy.

JOSHUA BISHOP,

Master, U. S. Navy.

Letter from Major-General Frémont, U. S. Army, to Hon. Montgomery Blair, regarding measures for establishing quickly a strong military organization.

HEADQUARTERS WESTERN DEPARTMENT,
St. Louis, August 9, 1861.

MY DEAR MR. BLAIR: The greater part of the old troops, especially the foreign element, is going out of service. The new levies are literally the rawest ever got together. They are reported by the officers to be entirely unacquainted with the rudiments of military exercise. To bring them before the enemy in their present condition would be to have only an unmanageable mob. I can remedy this if I can be authorized by the President and Secretary of War to collect throughout the States instructed men who have seen service. With them I could make a skeleton—meager enough, but still a framework—on which to form the Army. This authority ought to be allowed, and the cost of transportation. Don't lose time, but get it quick. I assure you it will require all we can do, and to do it in the best manner, to meet the enemy.

I ought to be supplied here with four or five millions of dollars, and the disbursing officers allowed to sell them at the ruling discount. All such equipments as I can procure abroad in much less time than I could get them here I ought to be allowed to send for.

These are my suggestions. They are valuable. Pray act upon them, and what you do, do quick. It would subserve the public interest if Commander John Rodgers were removed and an officer directed to report to me to have command of the operations on the Mississippi. Show this to President.

The contest in the Mississippi Valley will be a severe one. We had best meet it in the face at once, and by so doing we can rout them. Who now serves the country quickly serves her twice.

Yours, truly,

J. C. FRÉMONT.

HON. MONTGOMERY BLAIR,
Washington.

Report of Commander Rodgers, U. S. Navy, regarding the arrival of the gunboats at Cairo, Ill., and the appointment of officers to man them.

CINCINNATI, August 9, 1861.

SIR: The gunboats detained by shoal water at Louisville have at last met the expected rise and have gone down the river, in which water enough is reported to float them safely to Cairo.

The detention was an accident incident to the nature of navigation.

I have appointed officers to the boats, taking the naval service as a basis, as follows:

	Salaries, per month.
One first master.....	\$100
One second master, as watch officer.....	80
One third master.....	60
Two pilots.....	150
One assistant surgeon.....	100
One acting paymaster.....	100
One chief engineer.....	100
Three assistant engineers.....	75
One striker.....	25
One armorer.....	30
One carpenter.....	30

The masters are divided in three classes: The first have been captains and the others mates. They have all high reputations for skill, efficiency, and morality, commanding generally by private steamboat owners \$150 to \$200 per month. Mates also received from \$60 to \$120 per month.

The pilots are highly recommended.

The assistant surgeons are recommended by the medical faculty of the city. They have all enjoyed unusual facilities for acquiring knowledge in their professions by serving in hospitals for long periods.

The engineers were carefully selected.

With these appointments the gunboats are capable of a high degree of efficiency, and with them I hope to do good service.

I have been forced by the rates of wages for pilots on the Southern rivers to exceed the rates in the East. The pilots here claim and receive from private parties \$250 per month. This is the rate fixed by themselves before the war and made obligatory upon them by an association, of which the great majority are members, called the Pilots' Association.

It was only with great difficulty, delay, and reluctance that they consented to take the less wages which I offered.

I have the honor to be, very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

This whole subject belongs to the War Department.

Report of Commander Rodgers, U. S. Navy, transmitting requisition for ordnance, armament, equipment, and stores for gunboats under construction.

CINCINNATI, August 10, 1861.

SIR: I have the honor herewith to enclose requisition for armament, ordnance, equipment, and stores for the seven gunboats now in progress of construction at St. Louis, Mo.

The contractor is engaged under heavy penalty to deliver these boats at Cairo, Ill., by the 10th of October.

It seems of national importance to have the ordnance ready for them at that place when the boats are delivered.

I have the honor to be, very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

[Hon.] GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Joseph J. Davis, esq., stating that operations on the Western waters are under direction of the War Department.

NAVY DEPARTMENT, August 12, 1861.

Your letter of the 7th instant has been received. The gunboats on the Mississippi and Western rivers are under the control and direction of the War Department, with which the Navy has no connection either in building or fitting up of boats or officering them. I am under obligations for the information from New Orleans.

Respectfully,

GIDEON WELLES.

JOSEPH J. DAVIS,
Cincinnati, Ohio.

Report of Lieutenant-Commander Phelps, U. S. Navy, announcing the arrival at Cairo of the three gunboats Tyler, Lexington, and Conestoga.

U. S. GUNBOAT,
Cairo, August 16, 1861.

SIR: The three gunboats *Tyler, Lexington, and Conestoga*, under my command, arrived here on the afternoon of the 12th instant, having been nearly a week getting down over the bars and shoals from New Albany. The commanding officer at Cairo was very anxious that the gunboats should make a demonstration down the river toward New Madrid, and also be prepared to assist in the defense of Cairo. I put all the men on board two of the boats, thus partially manning their guns, got ammunition from the fort and fitted out as well as I could, and first examined the Mississippi above and below Bird's Point, with a view to its defense. On the 15th I proceeded down the river to New Madrid, meeting with no enemy or batteries and without demonstration against us from any of the towns. Below Hickman I gave chase to two steamers in the service of the rebels, but they were able to reach New Madrid before I could bring them to, and I did not think it advisable to risk encountering batteries at that point with the condition of the gunboats, and therefore turned back, reaching Cairo the next day. There was no appearance of a movement of troops anywhere along the river.

I am, very respectfully, your obedient servant,

S. LEDYARD PHELPS,
Lieutenant-Commander, U. S. Navy.

Commander JOHN RODGERS, U. S. Navy,
Commanding Flotilla, Western Rivers.

Report of Lieutenant Stembel, U. S. Navy, regarding expedition of reconnoissance to Cape Girardeau, on Mississippi River.

U. S. GUNBOAT LEXINGTON, August 16, 1861.

SIR: I have the honor to report that, receiving instructions from Colonel Oglesby, the colonel in command at this port, to take Colonel Waagner, of the artillery corps, on board and make a reconnoissance of the Mississippi River as far up as Cape Girardeau, Mo., and also to enable the colonel to make a personal observation of the fortifications in course of erection at Cape Girardeau, and also Bird's Point upon our return, at 1 o'clock p. m. we got underway and arriving within about 3 miles from Commerce, Mo., were hailed by a number of families on the opposite shore from the town, who gave us information that the citizens were all deserting their homes on account of about 800 rebel forces then on their way to sack, pillage, and burn their town, a very pretty village, containing about 500 inhabitants. We landed at the town at 6 p. m. and found the excitement intense; citizens willing to forsake everything for the purpose of getting away for personal safety; and by the entreaties of the alarmed populace, took on board a large number of men, women, and children, together with quite an amount of merchandise and household goods, and landed them at Cape Girardeau. We lay at the Cape until about 5 a. m. of the 17th instant. Starting down, we landed again at Commerce and found it almost entirely deserted. We learned from those left that the troops, hearing two of our guns, which we fired in the afternoon, practicing men at the guns (one of which was a 34-pounder canister shot and the other a 64-pounder shell of 5) had fled and retreated as far back as Benton, 8 miles back from the river.

By instructions from Colonel Waagner, the engineers removed from a steam flouring mill in the town one piston rod, cylinder head, etc., the engineer's report of which I herewith have the honor to enclose. Colonel Waagner was under the impression it might become the means of giving great aid and comfort to the rebels if left perfect. At 2 p. m. we left, arriving at Bird's Point at 4 o'clock p. m., and at Cairo 6 p. m., after a safe and, I hope, satisfactory and successful trip.

I have the honor to be, very respectfully, your obedient servant,

R. N. STEMBEL,

Lieutenant, Commanding Gunboat Lexington.

Commander JOHN RODGERS,

Commanding Mississippi Gunboat Flotilla.

Report of Commander Rodgers, U. S. Navy, regarding expedition to Commerce, Mo., and appeals of inhabitants for protection.

U. S. GUNBOAT LEXINGTON, August 18, 1861.

SIR: I have the honor to report for your information: I got underway about 9 o'clock last night, ran up the Mississippi River, and anchored opposite Smith's Point, agreeably to the request of Colonel Waagner.

In the morning, at daylight, we got underway and went up to the town of Commerce, Mo., where we found the people in a great state

of excitement and terror from apprehension of violence from the rebels, whom they report to be in force from about 800 to 1,000; they report these superior forces as armed mainly with shotguns, rifles, and some few have muskets; many of these troops are reported to be very young boys, from 12 to 14 years of age.

The inhabitants of Commerce have mostly fled to Santa Fé, in Illinois, a village opposite. They are full of stories of wanton and cruel destruction of property of Union men, killing stock, stealing horses, burning cornfields, destroying household property, robbing women and children of their wearing apparel, and carrying off young girls to their camp.

The inhabitants of Commerce are earnest in their appeals that some force may be sent to protect them.

I have the honor to be, very respectfully, your obedient servant,
JOHN RODGERS,
Commander, U. S. Navy.

Colonel OGLESBY,
Commanding Forces at Cairo, Ill.

Order of Commander Rodgers, U. S. Navy, to Master Bishop, U. S. Navy, regarding enlistments.

CAIRO, ILL., August 19, 1861.

SIR: In relation to your difficulty in shipping men, I am scarcely capable, at this distance, from accurate information, to answer you satisfactorily. I hope, however, the directions may prove so. Call upon the quartermaster for such military authority as he may designate, ascertain whether your order for the bounty will be in rule and be paid by him, or by the authorities to whom he may refer you. If he will pay the \$30 bounty, promise it; if he will not pay, you can not promise.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Master JOSHUA BISHOP, U. S. Navy.

[Endorsement.]

SEPTEMBER 1, 1861.

A verbal order was received from Commander Rodgers to break up the rendezvous and proceed to Cairo, Ill.; also a verbal order given to join the *A. O. Tyler* as executive officer. Took passage down the Mississippi River in steamer *Belle Memphis*, in company with Brigadier-General U. S. Grant and his senior aid-de-camp, Captain William S. Hillyer; joined the *A. O. Tyler* on the 5th September and on the evening of that day took on board ordnance stores, and the next morning was with the force which invaded the neutral State of Kentucky at Paducah.

On the 20th proceeded down the river to Columbus, Ky., where we were first under fire in reconnoitering that stronghold; were several times under fire from the batteries at this point. I was in the battle

of Belmont as executive officer of the *Tyler*, and on the reembarkation of the forces under Brigadier-General Grant, fired the first gun across the bow of the steamer *Belle Memphis*, then General Grant's headquarters, when the enemy attacked the boat in force, and in covering the reembarkation inflicted severe chastisement on the enemy, who had appeared in strong force in the cornfield opposite the boats.

JOSHUA BISHOP.

Report of Commander Rodgers, U. S. Navy, regarding general matters, including an expedition to investigate condition of affairs at Commerce, Mo.

U. S. GUNBOAT TYLER,

Off Commerce, Mo., August 22, 1861.

SIR: The gunboats arrived at Cairo, Ill., safely on the afternoon of the 12th instant, under charge of Lieutenant Phelps. Lieutenant Stembel was, until their arrival, occupied in enlisting a crew, and I, myself, was detained with duties incident to their conversion and outfit. They were kept at New Albany, Ind., by the low stage of water in the river, and arrived at Cairo as soon as they had water to float them, one of them being dragged by the united power of the three over a bar having a foot less water than the draft of the deepest of them. We have enlisted about half the men needed for the aggregate crew of the three. Since, then, however, we have not been idle, as the accompanying reports will show.

I have organized the personnel of the service, given appointments to the necessary officers, and procured much of the matériel needed for immediate service by purchase, having from the necessity of the case gone before the tardy arrival of the means necessary to our active service. We have received no powder. I bought a small quantity and a few shot which were requisite to the safe passage of the vessels past Paducah, Ky., where the secessionists had threatened to take them if they came unarmed. Gun tackles were wanted; such blocks as we could procure had to be purchased; no proper breeching could be procured; a grass hawser was cut up and made to serve the purpose. The arrangements of the magazine are far from complete. One of the vessels leaks quite badly from having been ashore and dragged over shoals. We hope soon, however, to be in quite a good state of efficiency. The Western river men I find willing and tractable, and I presume they will readily make good artillerymen. Now, however, they know far less of their duties than I hope we shall be able to teach them. In the meanwhile we shall continue to cruise in the river and render, we hope, useful service until the arrival of proper matériel would enable us to venture more than would now be proper to undertake.

With no passing boxes, the cartridges are passed in men's hats; with no magazine screens, there is necessarily an opening on the gun deck to the magazine more exposed in a vessel drawing only $4\frac{1}{2}$ feet of water to the fire of our own battery than desirable for so inflammatory a material. Those boats now in progress of construction at St. Louis, Mo., are so iron-plated and so arranged in plan as to render them, I hope, valuable adjuncts, when finished, to an attack upon any battery, and we look forward with some interest

to the time when we shall test their efficiency. In the gunboats now in service here, nothing more was attempted than to render them bullet-proof. This has been accomplished.

On the 20th instant we proposed making an excursion down the river to near New Madrid, where General Pillow is said to be in force, but in consequence of a report that the rebels, with a force of 1,000 men, had taken possession of Commerce, and had erected a battery there, I determined to dislodge them. We arrived here and found that upon our coming in sight they had left the town with a train of about 50 wagons, principally laden with corn, of which, it is said, they took away 45 loads from a mill in the town. The rebels here committed a great deal of wanton destruction to property, breaking furniture, carrying off and tearing up women and children's clothes. Yesterday afternoon, about 6 o'clock, a number of them came upon a hill in the vicinity and opened a fire of small arms upon the vessel. A couple of shells dislodged them, and all again became quiet. We sent ashore and took off a few women and children who remained in Commerce, the men having already taken refuge on the opposite shore.

I return to Cairo with reluctance, and think I shall immediately dispatch a vessel to lie off the place. The position has possibly little strategic importance, but it is menaced by the enemy; it is the property of our friends, and it commands the river. A good road, it is said, leads to it, from the interior. A couple of cannon would compel an unarmed steamer to surrender, whereby public property in progress of transportation might be lost or any soldiers embarked made prisoners.

It is said rebels threaten, when this gunboat shall retire, to make an incursion into Illinois. I think they will scarcely venture to attempt it.

I have the honor to be, very respectfully, your obedient servant,
JOHN RODGERS,
Commander, U. S. Navy.

GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Letter from Commander Rodgers, U. S. Navy, to Major-General Frémont, U. S. Army, advising that a gunboat be ordered to remain off Commerce, Mo.

U. S. GUNBOAT TYLER,
Off Commerce, Mo., August 22, 1861.

GENERAL: The town of Commerce, day before yesterday, was in the hands of about six hundred rebels, who carried out of a mill there about forty-five loads of corn. At the approach of the gunboats they retired.

They amused themselves this evening by opening a brisk fire with small arms upon this vessel from the hills overlooking Commerce. A couple of well-directed shells sent them away.

I do not see that any important military object would be gained by holding possession of the town, further than embarrassing the navi-

gation of the river; yet the people are our friends and their property entitled to protection. The houses would afford good shelter to the rebels; and the gardens, orchards, and animals give them food.

The rebels threaten to cross into Illinois when we go away. A gunboat lying off the town would, I think, prevent any of these inconveniences. I prefer, therefore, to keep a boat generally here.

I have the honor to be, very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

General J. C. FRÉMONT, U. S. Army,
Major-General, Comdg. Dept. of the West, St. Louis, Mo.

Letter from Commander Stembel, U. S. Navy, to Colonel Oglesby, U. S. Army, regarding the seizure of the steamer W. B. Terry, at Paducah, Ky.

U. S. GUNBOAT LEXINGTON,
Cairo, August 22, 1861.

COLONEL: Agreeably to your verbal order, communicated to me at midnight of the 21st instant, I got underway and proceeded to Paducah, Ky., where I arrived at 7:03 a. m. The gentleman you placed on board to designate the steamer employed in rebel trade and carrying their flag pointed out the *W. B. Terry* as being the vessel thus illegally engaged. I ran alongside of her, cut her out, made her fast to the *Lexington*, and immediately returned to this anchorage and placed her in your possession. I was not opposed in the performance of this duty by either citizens of Paducah or the officers and crew of the *Terry*, for the latter, evidently suspecting my object, left the boat hastily with such articles of clothing as were at hand. I was therefore unsuccessful in capturing any of them.

Very respectfully, your obedient servant,

R. N. STEMBEL,
Commander, U. S. Navy.

Colonel OGLESBY,
Commander Military Post, Cairo, Ill.

Order of the Secretary of the Navy to Commander Rodgers, U. S. Navy, regarding securing of men for boats on the Western waters.

NAVY DEPARTMENT, *August 23, 1861.*

SIR: Your request for men for the boats on the Western waters has been duly considered, but it will be impossible for the Department to grant it. Already there are rendezvous opened upon the lakes for the purpose of supplying the demand in the Atlantic cities, from which a very excellent class of men is obtained. You will, therefore, have to obtain your men from the West.

Very respectfully, etc.,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
Cincinnati, Ohio.

[Telegram.]

NAVY DEPARTMENT, *August 23, 1861.*

SIR: Proceed to Washington, D. C., and report in person at the Department.

I am respectfully, your obedient servant,

G. V. Fox,
Assistant Secretary.

Captain A. H. FOOTE, U. S. Navy,
Navy Yard, New York.

NAVY DEPARTMENT.

Reported August 26, 1861.

G. V. Fox.

Letter from the Secretary of the Navy to the Secretary of War transmitting letter on the subject of requisitions of Commander Rodgers, U. S. Navy.

NAVY DEPARTMENT, *August 24, 1861.*

SIR: I have the honor to transmit herewith a letter received from Captain Harwood, Chief of the Bureau of Ordnance and Hydrography, in relation to the requisition of Commodore Rodgers, and respectfully refer it to your consideration.

Very respectfully, your obedient servant,

GIDEON WELLES.

Hon. SIMON CAMERON,
Secretary of War.

[Telegram.]

NEW YORK, *August 24, 1861.*

Telegram but just received. I will, agreeably to orders, go to Washington Sunday night ready for any duty.

A. H. FOOTE.

Hon. GIDEON WELLES.

Letter from Commander Rodgers, U. S. Navy, to Major-General Frémont, U. S. Army, advising the fortifying of Commerce, Mo.

U. S. GUNBOAT TYLER,
Off Cairo, August 24, 1861.

GENERAL: The boat was hailed this morning from Commerce, which is entirely deserted, by a man on shore. Upon sending a boat he proved to be Mr. Jefferson Adams, who lives half a mile from Commerce, on the New Madrid road. He stated that a colonel and lieutenant-colonel of the rebel Army were at his house last night. They made enquiries about the gunboat, and said it was intended to

fortify the place as soon as the boats should leave. Hills commanding the town and the river offer a good site for a fortification. If they have the means of arming the fortifications too strong for the gunboats to dislodge them, it will effectually impede navigation. A small work containing half a regiment would be ample. Then, with the garrisons of Cairo, [Cape] Girardeau, and the gunboats, and the command of the river, any succor needed can be promptly brought.

A small hexagon earthwork, according to Vauban, suggests itself as worthy of consideration, should you decide upon fortifying.

The gunboats and a detachment of 100 troops can protect the survey necessary to selecting the site and plan.

I have the honor to be, very respectfully, your obedient servant,

JOHN RODGERS,

Commander, U. S. Navy.

Major-General J. C. FRÉMONT, U. S. A.,

Commanding Department of West, St. Louis, Mo.

Order of the Secretary of the Navy to Captain Foote, U. S. Navy, detaching him from the New York navy yard.

NAVY DEPARTMENT, August 26, 1861.

SIR: In consequence of your promotion, you are hereby detached from the navy yard New York, and you will regard yourself as waiting orders.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain A. H. FOOTE, U. S. Navy,

New York.

[Telegram.]

[AUGUST 26, 1861.]

Proposals will be received at Cairo, Ill., till August 31, for naval gun-carriages for IX-inch guns and for 42-pounder rifled cannon, 74 of the former and 38 of the latter. The carriages to be made of seasoned oak, of the best quality, and the trucks of lignum vitæ, or of oak two thicknesses and riveted together, with all the proper gun implements, such as sponges, shot, ladles, scrapers, and worms, the whole to be delivered in Cairo, ready for use, by the 10th October next.

JOHN RODGERS,

Commander, U. S. Navy.

Letter from the Secretary of the Navy to the Secretary of War, transmitting requisitions of Commander Rodgers, U. S. Navy.

NAVY DEPARTMENT, August 28, 1861.

SIR: I have the honor to enclose herewith the requisition of Commander Rodgers which was intended to accompany my letter of the 24th instant, but by oversight was left out.

I have to request that you cause it to be transferred to the Ordnance Office of your Department, with the request that this Department be informed as soon as practicable what action will be taken with regard to it.

I am, respectfully, your obedient servant,

GIDEON WELLES.

HON. SIMON CAMERON,
Secretary of War.

Order of the Secretary of the Navy to Captain Foote, U. S. Navy, to assume command of naval affairs in the Western waters, under direction of the War Department.

NAVY DEPARTMENT,
Washington, August 30, 1861.

SIR: You have been selected to take command of the naval operations upon the Western waters, now organizing under the direction of the War Department.

You will therefore proceed to St. Louis, Mo., with all practicable dispatch, and place yourself in communication with Major-General John C. Frémont, U. S. Army, who commands the Army of the West. You will cooperate fully and freely with him as to your movements.

Requisitions must be made upon the War Department through General Frémont, and whatever the Army can not furnish the Navy will endeavor to supply, having due regard to the operations on the coast.

The Western movement is of the greatest importance, and the Department assigns you this duty, having full confidence in your zeal, fidelity, and judgment.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain ANDREW H. FOOTE, U. S. Navy,
Washington, D. C.

Order of the Secretary of the Navy to Commander Rodgers, U. S. Navy, to transfer to Captain Foote, U. S. Navy, the direction of naval operations in Western waters.

NAVY DEPARTMENT, August 30, 1861.

SIR: Captain A. H. Foote, U. S. Navy, being detailed to fit out the gunboats and to command the naval operations on the Mississippi, etc., you will turn over to him all papers in your possession and give him what information you may have, in a statement of matters under

your direction as they are at present. The force in the Western waters being large, and great dispatch being called for and more officers of judgment and experience wanted, the Department will be pleased to have you continue in your station for the purpose of assisting Captain Foote in forwarding the objects of the Government, if it be agreeable to you. If you prefer, however, not to be continued in the waters in which you are now engaged, you are permitted to return and report yourself to this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
St. Louis, Missouri.

*Letter from the Secretary of the Navy to the Secretary of War
regarding cooperation in fitting out the Western Flotilla.*

NAVY DEPARTMENT, August 31, 1861.

SIR: Understanding that the War Office will supply the gunboat flotilla now in process of construction on the Western waters with thirty-five 42-pounder rifled guns, together with projectiles and ammunition, I urgently request, in view of the command of that flotilla being intrusted to a naval officer, under the orders of Major-General Frémont, that the rifled guns be forwarded to St. Louis with the utmost possible expedition.

With reference to the other guns required for the same flotilla, this Department has learned that the army ordnance can not furnish them, and therefore the officer, Captain Foote, appointed to the expedition, has been instructed by the Bureau of Ordnance to draw his ordnance, of navy 32-pounders and 8-inch cannon, from Buffalo, Erie, and Sacketts Harbor. The carriages for both army and navy cannon have likewise been ordered to be constructed in the most expeditious manner possible, at the most convenient points for delivery in the West.

With respect, however, to small arms for said flotilla, the Navy have none on hand that can be spared from the very pressing wants of seagoing vessels employed on the Atlantic and Gulf coasts.

In reference to other articles required for the Western Flotilla, this Department will use every exertion to supply them with the utmost dispatch, so far as its means will permit or are necessary to aid the War Department.

I remain, sir, very respectfully, etc.,

GIDEON WELLES.

Hon. SIMON CAMERON,
Secretary of War.

[Telegram.]

CAIRO, ILL., [September 4, 1861.]
(Received September 5.)

The gunboats *Tyler*, under my command, and *Lexington*, under command of Stembel, had a short engagement off Hickman, Ky., with the rebel gunboat, believed to be the *Yankee*, former tugboat. We fired about twenty shots. Two batteries on shore at Hickman, supported by numerous soldiers, also fired upon us.

JNO. RODGERS,
Commanding.

HON. GIDEON WELLES,
Secretary Navy.

Report of Commander Rodgers, U. S. Navy, regarding engagement with Confederate batteries at Hickman and Columbus, Ky.

U. S. GUNBOAT TYLER,
Cairo, September 4, 1861.

SIR: It was agreed upon this morning, upon parting with Colonel Waagner, at Belmont, that the gunboats *Tyler* and *Lexington* should make a reconnoissance down the river as far as Hickman. When we arrived in sight of Hickman we discovered a rebel gunboat, with the Confederate flag flying, off that town. The boat fired a shot at us, to which we replied.

A number of tents extending for half a mile were upon the shore fronting the river.

When three or four shots had been exchanged, a battery on shore fired several guns, then another battery opened upon us. The *Lexington* and this vessel fired some twenty shots, when, finding the current fast setting us down upon their batteries, with which we were in no condition to cope, having very little powder on board and only half enough gun tackles for working the battery, we returned.

I think both officers and crew remarkably cool under the fire. It was not intended [to go] so close as to be very dangerous.

I intended to wait for this gunboat when away from her battery, but she ran alongside the river bank and made fast. Upon passing Columbus and the chalk banks, we were fired upon by the rebels with muskets. This was returned with muskets principally, but also by two great guns.

The army at Hickman is considerable.

I have the honor to be, very respectfully, your obedient servant,

JOHN RODGERS,
Commanding, U. S. Navy.

GIDEON WELLES,
Secretary of Navy.

Report of Brigadier-General Grant, U. S. Army, referring to the withdrawal of troops from Belmont, Mo.

CAIRO, ILL., September 4, 1861.

On advice of Commander Rodgers I have ordered the withdrawal of troops from Belmont until such time as the column from Jackson may move. I have no accurate information of the strength of the rebels at Sikeston, but hope to have to-day.

U. S. GRANT,
Brigadier-General.

Major-General JOHN C. FRÉMONT,
St. Louis, Mo.

[Telegram.]

HDQRS. DISTRICT OF SOUTHEASTERN MISSOURI,
Cairo, Ill., September 4, 1861.

Heavy cannonading being reported south of here, you will proceed with all dispatch and render such assistance as your disposable means can afford. Should the alarm prove false, you will return immediately and report.

U. S. GRANT,
Brigadier-General, Commanding.

Lieutenant S. L. PHELPS,
Commanding Gunboat Conestoga.

Report of Colonel Waagner, U. S. Army, regarding expedition to Belmont, Mo.

HEADQUARTERS EXPEDITION TO BELMONT,
Belmont, Mo., September 2, 1861—6 p. m.

SIR: I have the honor respectfully to report that in accordance with your order I started this morning from Cairo, at 5 o'clock, on the steamer *Graham*, with the Twelfth Regiment Illinois Volunteers, Colonel McArthur, 600 strong, for the purpose of destroying the reported fortifications at this place.

One gunboat, under the command of Commander Rodgers, and myself left Cairo at 5 o'clock this morning, and proceeded up the Mississippi River about 20 miles for the purpose of reconnoitering our weak points, returning to Bird's Point at 8 o'clock. The second gunboat under command of Captain Stembel, I ordered to Norfolk to await the arrival of the convoy.

In the meantime the steamer *Graham* was ordered to take on board the necessary troops at Bird's Point, this disposition of the gunboats being made to mask our movements. At 10 o'clock I left Bird's Point with my command on the steamer *Graham*, and, on arriving at Norfolk at 10:30, I found both the gunboats awaiting our arrival, as previously arranged. I made a reconnoissance of Norfolk, but

finding nothing of importance I reembarked for this place, being well protected by the gunboats, which protected the landing of our troops in the best military manner. The people residing on the Ohio and Mississippi rivers have a very great respect for the gunboats. I arrived at Belmont at 1:30 p. m. I have not, as yet, been able to discover any building in the town.

Our first reconnoiter of three companies Twelfth Regiment was successful in capturing a small ferryboat and a boat fitted up with a good set of tools for repairing muskets, pistols, etc.

We found one man on the last-mentioned boat, who will be sent to Cairo. The ferryboat, I think, can be made useful as a messenger to Cairo. A small party of three mounted scouts observed two horsemen at a short distance watching our movements while landing our troops, and immediately gave chase, but were unsuccessful in the pursuit. One of the rebels, in his flight, dropped three letters, a copy of one of which I enclose herewith.

A Doctor Travers, a resident here for ten years, coming down to see us, I concluded to detain him a few days.

I have received reliable information, this evening, that Island No. 10 is fortified with 10 heavy guns. At Union City they have 44 heavy guns. At Columbus the rebels fly the secession flag from the top of a lofty pole in the center of the village in defiance of our gunboats. What shall I do with Columbus? What with Hickman? What with New Madrid? In a few days I shall be able to give you correct information in regard to this latter post.

There are no rebel troops between this place and Charleston, except a few of the enemy's mounted pickets.

Your obedient servant,

G. WAAGNER,
Colonel, Commanding.

Major-General JOHN C. FRÉMONT,
Commanding Department of the West, St. Louis.

Report of Brigadier-General Grant, U. S. Army, regarding reported movements of the enemy.

CAIRO, ILL., September 4, 1861.

GENERAL: Information is just in from Sikeston, which I am disposed to credit, although the authority is a negro man. He tells a very straight story. Says that the rebels left Sikeston last Monday; had there four regiments of Tennessee and Mississippi troops, ten or twelve pieces of artillery drawn by horses, one large piece drawn by five yoke of oxen, and one mortar drawn by three yoke. In addition to this Jeff Thompson had 1,500 men. They said they were going to New Madrid and then to Memphis.

On the strength of reconnoissances made by Colonel Waagner, I telegraphed, this evening, that troops—artillery, cavalry, and infantry—can be spared from here by sending those from Jackson promptly to take possession of Columbus Heights, and New Madrid will fall within five days after. This should be done to-morrow night.

Enclosed, I send you the report of Commander Rodgers, (No. 5), retaining copy.

Respectfully, your obedient servant,

U. S. GRANT,

Brigadier-General, Commanding.

Major-General JOHN C. FRÉMONT,

Commanding Department of the West, St. Louis, Mo.

Report of Brigadier-General Grant, U. S. Army, regarding orders issued for the withdrawal of troops from Belmont, Mo.

CAIRO, ILL., September 4, 1861.

SIR: The prompt execution of your plan by the troops under my command having been defeated by General Prentiss's withdrawal from the command at Jackson and delaying the movement of that column, and the representation of Commander Rodgers as to the efficiency of the rebel inland navy, coupled with the impossibility of making a retreat from Belmont, except by falling back into the country as far as Charleston, and the weakness of the force at Belmont makes me deem it advisable to withdraw the troops from that point until the command assumes shape for concert of action. Orders have been given accordingly. From information gathered from the rebel district, I inclose you reports of Colonel McArthur and Colonel Waagner, reserving copies. As fast as information is received, I will keep you informed by telegraph.

Very respectfully, your obedient servant,

U. S. GRANT,

Brigadier-General, Commanding.

Major-General JOHN C. FRÉMONT,

Comdg. Department of the West, St. Louis, Mo.

[Telegram.]

WASHINGTON, September 5, 1861.

Proceed to St. Louis without a moment's delay and report to Captain Foote or senior naval officer. Answer by telegraph.

G. V. FOX,

Acting Secretary of Navy.

Lieutenant HENRY ERBEN,

Care Commandant Navy Yard.

Report of Captain Foote, U. S. Navy, of arrival at St. Louis, Mo., in readiness for the command of naval operations on the Western waters.

ST. LOUIS, MO., *September 5, 1861.*

SIR: Agreeable to your order of the 30th ultimo to proceed to St. Louis for the command of the naval operations upon the Western waters, I have reported for duty to Major-General John C. Frémont. I have the honor to be, very respectfully, your obedient servant,

ANDREW H. FOOTE, *Captain.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Brigadier-General McClelland, U. S. Army, to Commander Rodgers, restricting vessels in the Ohio River.

HEADQUARTERS,
Cairo, Ill., September 5, 1861.

SIR: You will permit no boats to pass up Ohio River until further orders.

By order of John A. McClelland, brigadier-general, commanding:

M. BRAYMAN,
Assistant Adjutant-General.

Commodore JOHN RODGERS.

[Telegram.]

NAVY DEPARTMENT, *September 5, 1861.*

There are sixteen ship carriages for IX-inch Dahlgren guns ready at Portsmouth, N. H. Do you want them? Captain Foote left here on Sunday. Rely entirely upon him and no one else. Advertise for seamen who have been in the Navy as warrant or petty officers. Four commanders and four lieutenants have been ordered to proceed immediately.

G. V. FOX,
Acting Secretary.

Major-General FRÉMONT,
St. Louis, Mo.

[Telegram.]

HEADQUARTERS WESTERN DEPARTMENT,
September 5, 1861.

The enemy in Southeast Missouri has retreated to New Madrid. I think he intends to throw his main force into West Kentucky. He will immediately occupy Hickman, Columbus, the ground opposite Cairo, and Paducah. Commander Rodgers reports danger to Cairo. The governor of Indiana has been getting ready ten regiments for

this service. Four were to have started this afternoon, but were detained by orders from Washington. Will you allow them to come forward?

J. C. FRÉMONT,
Major-General, Commanding.

The PRESIDENT OF THE UNITED STATES.

Report of Rear-Admiral Foote, U. S. Navy, regarding the operations of the Western Flotilla under his command from September 6, 1861, to May 9, 1862.

BUREAU OF EQUIPMENT AND RECRUITING,
Washington, November 13, 1862.

SIR: I have the honor to present in detail the condition in which I found the Western Flotilla on my arrival at St. Louis; also, its equipment and subsequent service in the clearance of the Tennessee and Cumberland and partial clearance of the Mississippi rivers.

On assuming the command, September 6, 1861, the force consisted of three wooden vessels in commission, purchased, equipped, and armed as gunboats by Commander Rodgers. There were also nine ironclad gunboats and thirty-eight mortar in progress of building. Seven of these gunboats had been contracted for by Quartermaster-General Meigs under authority of the War Department, and the two remaining boats were purchased and converted into gunboats by order of Major-General Frémont. The thirty-eight mortar boats were also built by order of General Frémont; these were built of solid timber, without motive power, and designed to carry a single mortar.

In consequence of want of money, of credit, and of material for building purposes, both gun and mortar boats could not be completed within the time specified by contract.

The service on the Western rivers was anomalous. The officers of the Navy in charge of the vessels being transferred, for the time being, to act under the general directions of the War Department, with the want of navy-yard facilities, and having but a single navy officer to each vessel, superadded to the want of navy equipments and stores, especially in the ordnance department, rendered the building and equipment of the flotilla a work of almost insuperable difficulty. The ironclad boats had less than one-half of the vessel plated, while its most vulnerable part had but 2½ inches of plate for its protection. When four of the ironclad boats were prepared for service, and having ascertained that the stage of water was favorable in the Tennessee and Cumberland for active operations, I proposed to General Grant, commanding at Cairo, that with four of the boats and 6,000 troops we should ascend the Tennessee and attack Fort Henry. The General preferred the Cumberland and Fort Donaldson, as the more appropriate points of attack, but yielded to my views if General Halleck's assent could be obtained. I telegraphed General Halleck for this purpose, and he assenting, we proceeded in force to Fort Henry, and after a severe action of an hour or more, Fort Henry surrendered to the gunboats, the army not being able to participate in the engagement in consequence of the muddy and almost impassable condition of the roads. In this hotly contested action the number of

guns brought into action between the flotilla and the fort were equal in number, if we except the wooden gunboats which were half a mile astern, necessarily firing at so long a range, with an elevation preventing much accuracy of aim. On the surrender of the fort Lieutenant Commanding Phelps, on a previous order, proceeded with the three wooden gunboats up the Tennessee River into Mississippi and Alabama as far as Florence, being stopped only by the low stage of water preventing his further progress.

On the 14th February, after transferring the men from the disabled to the other gunboats, as we were too short to man more than one-half of the boats, we made an attack on Fort Donelson, and after a severe fight of an hour, during which I was severely wounded, and when we were on the point of enfilading the fort, and their fire had materially slackened, two of the gunboats were disabled in their steering apparatus, and drifted helplessly down the river, when the two remaining boats hauled off to repair damages. In this action the rebel officers admitted that their men were so greatly demoralized that they could not be brought effectively into action on the following day, which resulted in the defeat of the rebels and the surrender of Fort Donelson to the army on the following morning.

After having hurriedly made the necessary arrangements, I proceeded, on the 19th of February, with the two steamers, higher up the Cumberland, and took possession of the city of Clarksville and its three forts for the defense of the city and the river, and there issued a proclamation. The great panic at this time prevailing not only in Clarksville, but in the rebel army, who were fleeing to Nashville, led me to suggest to General Grant to accompany me with three or four thousand troops for the purpose of making an attack on Nashville itself. This object being frustrated by an order from General Halleck not to let the gunboats proceed beyond Clarksville, I returned to Cairo, leaving a gunboat at Clarksville, which afterwards accompanied the army that took possession of Nashville. A gunboat or two were always in attendance upon the army when in the vicinity of the rivers.

The clearance of the Tennessee and Cumberland rivers alarmed the rebels at Columbus, on the Mississippi, who began to make preparations to evacuate their stronghold, as our sudden possession of these rivers cut off the communications of the rebel army; and soon after an armed reconnoissance, on the 2d of March, they evacuated the place, and on the 4th of the same month we landed for the purpose of occupying, but found several companies of cavalry from Paducah had taken possession the evening previous. On the 14th of March, having equipped nine gunboats and ten mortar boats, leaving two gunboats up the Tennessee, which rendered such signal service to the army at the battle of Pittsburg [Landing], I proceeded from Cairo down the Mississippi for the purpose of opening the river. At Columbus we were joined by Colonel, now General Buford, in command of some 1,500 troops, who were to cooperate with the naval force. The same evening we took possession of the town of Hickman, in Kentucky, and at daylight the following morning proceeded within long range of Island No. 10, and the adjacent batteries on the Tennessee shore, the ten mortar boats being in charge of Captain Maynadier, an officer of the Army, who had been transferred to the flotilla.

At the expiration of twenty-three days' siege, during which period the cutting of the canal admitting our light transports to reach the army at New Madrid, below No. 10; spiking the guns at No. 1 battery; and shelling the "Pelican Dock," or New Orleans floating battery, out of the channel in order that two of the gunboats, as they afterwards did, in a heavy thunderstorm, at night, run the blockade, and afterwards demolished several batteries planted on the opposite shore to prevent General Pope's army landing to make an attack in the rear, while the gun and mortar boats should attack in front, both up and down the river. These having been successfully accomplished, and the commandant of Island No. 10, seeing defeat more than probable, from the combined attack intended on the following day, surrendered the island on the 7th of April to me as the commander of the naval forces. There were eleven batteries on the island and adjacent shore, mounting upward of 75 guns, from 32 to 100 pounders. One rebel gunboat, four transports, and immense munitions of war and of provisions fell into our hands by this important capture. It is a singular fact that in the captures of Fort Henry and Island No. 10, not a gun was fired by the army.

On the 12th of April I moved down the river toward Fort Pillow with the gun and mortar boats, with the understanding that the army would follow on the succeeding day. The morning following we had a little encounter with six rebel gunboats, which, after the exchange of a few rounds at long range, rapidly retreated, followed by our force till they anchored under the heavy batteries of Fort Pillow. The army in transports arrived the same day and anchored near us.

An arrangement was made soon after our arrival between General Pope and myself to make an immediate combined attack upon the fortifications. The plan was that one-half of the gunboats should run the blockade in a dark, stormy night, transport our army from the Arkansas to the Tennessee shore of the river, and then attack both by river and land, with a good prospect of success; but a day or two before our plan was ready for execution, a sudden order from General Halleck for the army to proceed to Corinth to reinforce him, leaving only 1,500 effective men near Fort Pillow, entirely frustrated our plan. Soon after the withdrawal of the army, the inflammation arising from my wound, long neglected, had produced fever and great prostration of physical and nervous energy to such a degree as led the surgeons to decide that my life was in imminent danger, unless I left the command, when, by authority of the Navy Department, I transferred the command to Captain Charles H. Davis and retired from further active service in the Western Flotilla.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Brigadier-General Grant, U. S. Army, regarding the occupation of Paducah, Ky., by troops under his command.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, Ill., September 6, 1861.

I left Cairo at 10:30 o'clock last night, taking two gunboats and three steamboats, with the Ninth Illinois, under General E. A. Paine; the Twelfth Illinois, under Colonel J. McArthur; and Smith's battery, four pieces light artillery, under Lieutenant Willard. I met with some detention at Mound City, owing to an accident to one of the steamers, creating a necessity for a transfer of troops. During the detention I was joined by Captain Foote, U. S. Navy, who accompanied the expedition.

Arrived at Paducah at 8:30 this morning. Found numerous secession flags flying over the city, and the citizens in anticipation of the approach of the rebel army, which was reliably reported 3,800 strong, 16 miles distant. As we neared the city Brigadier-General Tilghman and staff, of the rebel Army, and a recruiting major with a company raised in Paducah, left the city by the railroad, taking with them all the rolling stock. I landed the troops and took possession of the city without firing a gun.

Before I landed, the secession flags had disappeared and I ordered our flags to replace them. I found at the railroad depot a large number of complete rations and about two tons of leather, marked for the Confederate Army. Took possession of these and ordered the rations to be distributed to the troops. I also took possession of the telegraph office, and seized some letters and dispatches, which I herewith transmit. I further took possession of the railroad.

The enemy was reported as coming down the Tennessee River in large force, but this I do not credit. I distributed the troops so as best to command the city and least annoy peaceable citizens, and published a proclamation to the citizens, a copy of which will be handed you by Captain Foote.

I left two gunboats and one of the steamboats at Paducah, placed the post under command of General E. A. Paine, and left Paducah at 12 o'clock, arriving at this post at 4 this afternoon.

Last night I ordered the Eighth Missouri Volunteers, Colonel M. L. Smith, stationed at Cape Girardeau, to report here immediately. I will send them to reinforce General Paine at Paducah to-night. I would respectfully recommend that two additional pieces be added to the excellent battery of Captain Smith, commanded by Lieutenant Willard, making it a complete battery of six pieces. He has men sufficient for six pieces, but will require horses and harness.

Colonel Waagner accompanied me, and manifested great zeal and precaution.

I must acknowledge my obligations to General McClernand, commanding this force, for the active and efficient cooperation exhibited by him in fitting out the expedition.

U. S. GRANT,
Brigadier-General.

Major-General JOHN C. FRÉMONT,
St. Louis, Mo.

Order of the Acting Secretary of the Navy to Commander Walke, U. S. Navy, to report for duty to Captain Foote, U. S. Navy, at St. Louis.

NAVY DEPARTMENT, September 6, 1861.

SIR: Your orders as light-house inspector of the Eleventh light-house district are hereby revoked. Proceed to St. Louis, Mo., without a moment's delay and report to Captain Foote or the senior naval officer for such duty as he may assign you.

I am, respectfully, your obedient servant,

G. V. Fox, *Acting Secretary.*

Commander HENRY WALKE, U. S. Navy,
Williamsburg, N. Y.

Order of Captain Foote, U. S. Navy, to Commander Rodgers, U. S. Navy, to report to Major-General Frémont, U. S. Army.

ST. LOUIS, MO., September 7, 1861.

SIR: You will proceed to this place without delay and report yourself to Major-General Frémont, commanding the Western Department of the Army.

I am, very respectfully, yours, etc..

A. H. FOOTE, *Captain, etc.*

Commander JOHN RODGERS, *Cairo, Ill.*

Explanatory report of Commander Rodgers, U. S. Navy, upon being superseded in command of naval operations on Western waters.

U. S. GUNBOAT TYLER,
Off Paducah, September 7, 1861.

SIR: I have received your letter informing me that Captain Foote had been appointed to the command of the Western gunboat service.

Captain Foote's high reputation is abundant proof that the objects of the Government will be efficiently carried out, yet I can not but feel that as you intended me for the command originally, your change of intention has been caused by some imputed want of zeal or energy or intelligence in myself. If the imputation be deserved, I am sure that the intelligence has been at fault rather than the zeal.

I found in the West only river steamers, with their high pressure boilers on deck, with all their steam connections entirely exposed, and with three-story houses of thin white-pine plank erected on their hulls; such were all the boats. The basis did not strike me favorably for conversion into war vessels, yet I considered that Government wanted gunboats immediately; that it was my duty to use the materials offered; it was easy to make objections; I should rather use to the best advantage the means at hand.

With the approbation of General McClellan, I bought three of the vessels which seemed best adapted to the purpose, after consultation with Mr. Pook, the naval constructor.

These vessels were sound and above the average strength. Timbers and beams were put in to strengthen them to bear their batteries; the thin board houses taken off and solid bulwarks of 5-inch oak plank put round them; the boilers were dropped into the hold and the steam pipes were lowered as far as possible. While this work, which seemed to me necessary, was in progress, I was sent by General McClellan to Washington to see about the armament, and to which city I had been simultaneously summoned by telegraph from the War Department. In Washington I procured an order for guns which could be spared from Erie, Pa. I went to Erie, selected them, and returned immediately to Cincinnati.

In the meanwhile the river had commenced falling very rapidly. I sent off immediately the boats still unfinished, with such hands as could be engaged for this service on the banks of the river, and with provisions bought in the stores. General McClellan was in Virginia, and no commissary would have recognized my requisition without a delay in correspondence entirely inadmissible. I submit that this was irregular, but it was necessary.

I did not trouble the Department with my troubles. I went steadily on at my work to get the gunboats afloat. The boats were detained at Louisville by the fall in the river. This cost me more anxiety and was more depressing than all the rest. It made it doubtful whether my exertion and my expense were not thrown away; whether, indeed, there was judicious expenditure of money, when it was not apparent that any use could be made of the boats until too late for effective service. To add to my perplexity the experts had each his own opinion, and each differed so widely from his neighbor that no result could be obtained. The general opinion was that in November water enough was pretty certain and before that improbable.

I had a statistical table compiled, an entirely new thing in regard to the Western rivers, and found that the chances were as five to two that there would be water enough in July.

I appointed the necessary officers, fixed their pay, and assigned their duties; opened rendezvous at three points to enlist a crew; made contracts for gun carriages, for anchors, chains; bought clothing and bedding, hired old steamboats at low rates for receiving ships. With no navy yard, no outside help, I went steadily on, neither faltering nor complaining.

At last we are afloat. The people of Paducah threatened to take the gunboats should they come by unarmed; the gun carriages are hurried on board; no powder can be obtained on requisition, it is bought; blocks for half the necessary gun tackles are bought; a grass hawser is made into breechings; shot are bought and sent off; muskets thrown away from a volunteer camp are procured, and the boats are hurried to Cairo under the able charge of Lieutenant Phelps; still not a grain of powder nor a single gun tackle had arrived upon my requisition for ordnance stores made early in July. Yet, we were in Cairo; spoken of contemptuously at first, our estimated value and efficiency rose every hour. In a few days each boat is estimated worth 5,000 soldiers, and no service is thought too arduous for our zeal or too dangerous for our powers. All this was flattering. It has been simply obtained, not by troubling the Department, burdened with nearer and more important duties, more peculiarly its own; not by seeking éclat from newspaper paragraphs; not by exer-

cising powers conferred by the Navy Department; not by encroaching on its appropriation, but by doing one's duty simply but earnestly, without fearing responsibility or trouble.

When the plant thus watered and cultivated gives its first prematurely ripe fruit, the crop is turned over to another with cold words. You say that great dispatch being needed, the Department will be pleased to have me continued in my station for the purpose of assisting Captain Foote in forwarding the objects of the Government, but that I am permitted to return and report myself to the Department. I feel that I have been naturally misunderstood in not asking more advice, in not suggesting more difficulties, and not more frequently reporting progress.

No man, perhaps, of my grade in the Navy has had more numerous or more varied commands than myself. This independent command has unfitted me for asking advice and help at every little impediment. Having been forced by years of necessity to act out the exigencies of the hour, I am now unable to feel the propriety of reporting little obstructions only to suggest means of overcoming them. You have naturally supposed I did nothing because I labored silently. In regard to the new gunboats, little on my part remains. I have taken steps to procure the gun carriages, the anchors, rowboats, chains, cooking apparatus; I have appointed the necessary superintendents; I have used means to insure that the iron plating shall be properly made; I have ordered additions to the gunboats themselves, rendering them in my opinion more than a match in smooth water for any frigate in the service.

In this long letter, should patience carry you to the end, you will see that I am not conscious of having been without zeal. I have the consolation of knowing that those who are more familiar with my part here give me credit for great efficiency. They think I have proved that I did actually deserve the honor you conferred upon me in the command which I exercised.

The appreciation of the Department must be very dear to every right-thinking officer. I do not pretend to be indifferent to it, and I only perform an official duty in endeavoring to defend myself against what I feel is an implied lack of worthiness.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

GIDEON WELLES,
Secretary of Navy, Washington.

Private letter from Captain Foote, U. S. Navy, to the Assistant Secretary of the Navy, referring to efficient services of Commander Rodgers, U. S. Navy.

ST. LOUIS, Mo., *September 8, 1861.*

MY DEAR SIR: I wrote you on the 5th instant of the state of things here solely from the impression of others. I have not been idle since then and can now write in a measure from impressions of my own from observation and the opinions of several reliable persons. To

give a synopsis of last week, I traveled 1,500 miles, visiting professionally St. Louis and Cairo, and was on board the heaviest gunboat which led the van on General Grant's seizing Paducah, Ky., on the Ohio River.

After closing my letter of the 5th to you I proceeded to Cairo and found that ten of the gunboats had just left, with other steamers, carrying 2,000 troops for Paducah. I at once, midnight, obtained a fast steamer and set off in pursuit of the fleet, and overhauled one of the transports in a short time, which had broken down, or nearly so. I stated to Commander Rodgers that I was not aware when leaving St. Louis of his expedition, and that I had not applied for my position here. He behaved well, officer-like and gentlemanly. I asked him to remain, and until now (as Walke, his senior, has come) I supposed he would; he still may remain, for he has worked hard, and his duties afloat, for want of officers, have prevented his looking out for the building, and to some extent to the equipment, of the steamers on the stocks. He has overcome many difficulties in getting afloat even three shells of steamers. We found on approaching Paducah several secession flags flying, and we were at our guns ready to respond to masked batteries, but found none. General Grant took quiet possession and found some reliable if not creditable information (to the parties themselves) in the telegraphic and post-offices. After the army had done its work I returned to Cairo, and proceeded to this place to confer with General Frémont, who (no doubt from your letter overestimating me) received me very cordially and seemed desirous to obtain my views fully. I proposed that he should telegraph Captain Rodgers, who will be here to-morrow; but I have in the meantime seen the naval constructor and Government contractor with a third party, and go with them to see the boats to-morrow. I have called on the quartermaster to ascertain what ordnance stores they will furnish, and am now writing to see how many guns are remaining at Erie and Buffalo and Sacketts Harbor available for us. Rodgers has already taken 16 from Erie. By this plan I hope to be able to bring up all departments into line by the time, or soon after, the boats and the engines are completed. Of course, the steam engineer wants some little time after the constructor has completed his work; and the ordnance requires some also, as the Bureau declined furnishing Rodger's ordnance requisition. I will try to get it from the Army, and General McKinstry offers everything he can do to help us along. I wish to reiterate that Rodgers has been so much confined to his boats, and for want of officers, that he could not be here as I am, for a few days, to push forward this work. He deserves great credit for what he has done, and his labors have been hard. I shall go aboard again and conduct the operations, of course, whenever there shall be a prospect of a fight, and this may occur at any moment, as an ironclad gunboat off Columbus made an attack on our boats the day before I arrived. I am happy to see Commanders Walke and Shirk and to hear that Lieutenant Paulding is soon to come. These, with Lieutenant Sanford, if he comes, or if not, some very clever business-like man, whom I can put in charge of fitting these vessels out on shore, will be sufficient till the gunboats are further advanced. These boats are greatly

needed every moment. Were they ready now, I would endeavor to obtain authority from General Frémont to go with them, and he sending troops, to dislodge Pillow at Columbus before they become strongly intrenched. I will do my best, and trust when I make the reduced requisition on ordnance, it will be honored, for haste and short time in our work is vitally necessary. I will write Ordnance to-morrow. Please state this to the Bureau, and, in a hurry for mail,

I am, respectfully and truly, yours,

A. H. FOOTE.

[G. V. Fox,
Assistant Secretary of the Navy.]

I write with the greatest rapidity as I have no time to spare, as the mail is ready. I thus write, not only incoherently, but am afraid unintelligibly. I thus write rather than to let the mail go without saying a few words.

Please direct letters to me at Cairo, Ill.

A. H. F.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, to assume charge of three gunboats supposed to be at Cairo, Ill.

ST. LOUIS, [Mo.], *September 10, 1861.*

SIR: You will proceed this day to Cairo, Ill., and take charge temporarily of the three gunboat steamers at that place. Should, however, the steamers—or any one of them—be at Paducah, Ky., you will proceed there, if, in consultation with the general commanding at Cairo, it is deemed advisable.

You will let me know of all changes that may take place, and in case of a hostile movement inform me by telegraph immediately.

In case Commander Rodgers has not left for St. Louis you will inform him that I want him to proceed immediately to report himself to me at this place.

On your arrival at Cairo you will confer and cooperate with the general commanding that division of the army.

I am, very respectfully, your obedient servant,

A. H. FOOTE.

Commander HENRY WALKE,
St. Louis, Mo.

[Telegram.]

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, Ill., September 9, 1861.

I understand Norfolk is being marched upon by troops on the Missouri side; also that the gunboat *Lexington* will likely be attacked.

You will therefore proceed to her assistance as soon as practicable.

U. S. GRANT,
Brigadier-General, Commanding.

COMMANDER GUNBOAT CONESTOGA.

Engagement with Confederate batteries at Lucas Bend, Mo., September 10, 1861.

Report of Captain Foote, U. S. Navy, making reference to the event.

CAIRO, ILL., *September 13, 1861.*

SIR: I have the honor to inform the Department that on the 5th instant, after having reported myself to Major-General Frémont, commanding the Western Department of the Army, as the officer assigned to command the naval forces on the Western rivers, I proceeded to Cairo, and on my arrival, at midnight, finding that Commander Rodgers had, a few hours previously, left the city with the gunboats *Tyler* and *Conestoga*, in company with General Grant, of the Army, commanding officer of the expedition of 2,000 troops, for the purpose of seizing Paducah, Ky., I obtained a steamer and proceeded up the Ohio River, soon overhauling and boarding the gunboat *Tyler*, Commander Rodgers. In a few hours afterwards we reached Paducah, meeting with no opposition, although several secession flags were flying until the troops landed and took possession of the city. On the following day I returned to St. Louis, in order to consult with General Frémont and to make immediate arrangements requisite for the gunboats now building.

I was thus occupied when learning that on the 10th instant two of the gunboats, *Lexington* and *Conestoga*, in making a reconnoissance of the river, had met with batteries on the Kentucky shore and the rebel gunboat *Yankee*, when a conflict ensued, silencing the batteries on our part and disabling the rebel boat. I proceeded to Cairo, in company with Commander Rodgers, whom General Frémont had previously ordered to St. Louis, to confer with Commander Stembel, the senior officer there, and to receive his written report of this encounter, which report is not yet prepared, but great credit is due to the officers and men who participated in this engagement. Lieutenant Phelps, commanding the *Conestoga*, also fought his vessel with good judgment and gallantry.

I have revisited Paducah and conferred with General Smith, of the Army, commanding that post. The gunboat *Tyler*, now lying at Paducah, drawing more water than the *Conestoga*, and the river falling, I have ordered her and the *Conestoga* to exchange places.

I leave for St. Louis this morning to spend a few days in consulting General Frémont upon other matters connected with my duties. As soon as this can be accomplished, I shall return to Cairo.

The requisitions of Commander Rodgers for gun carriages, ammunition—in short, most of the ordnance stores and equipments, as well as for the crews for the gunboats—not being approved by the Department, leave us, I am apprehensive, too little time to obtain the supplies before the gunboats building are ready for them, hence the necessity of my having been and still requiring to be here for a few days to come, in order to make arrangements for shipping men and obtaining supplies of outfits and stores.

Commander Rodgers has availed himself of the permission given by the Department to leave the service here since the arrival of Commanders Kilty and Walke, who are his seniors in rank. I have accordingly ordered Commander Walke to the *Tyler*, who now commands that steamer.

General Frémont has requested Commander Rodgers to remain and give him the benefit of his advice and judgment in fitting out the boats upon which he designs to place heavy mortars; at the same time he will thus be present in St. Louis and render essential service to us in seeing the different contracts referring to the boats fulfilled, as well as otherwise aiding me materially in my absence.

Of the officers who have reported to me I have ordered Commander Walke to the gunboat *Tyler*, Lieutenant Paulding to open a rendezvous at Chicago, Lieutenant Shirk to ship men in St. Louis, and Lieutenant Wilson to the gunboat *Lexington*. Commander Kilty being in delicate health is not yet assigned to duty.

I trust that the Department will promptly forward the articles called for by requisition, as otherwise we shall fail in being ready to prepare the gunboats for immediate service whenever they are placed in our hands.

I shall make further requisitions when the report is received of the number and character of the guns to be furnished us, and continue to make every effort to get things into shape and be prepared to equip the gunboats when they are delivered.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I enclose the report of Lieutenant Phelps, just received.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga.

U. S. GUNBOAT CONESTOGA,
Cairo, Ill., September 10, 1861.

SIR: I have to inform you that this morning I got underway with this vessel, in company with the *Lexington*, at the request of Colonel Waagner, and proceeded down the river to cover an advance of troops from Norfolk in that direction. After passing considerably below the forces on shore, the *Lexington* turned back to be more near them. I proceeded farther down to examine the head of Island No. 2, for a reported battery, but failed to find it.

I, however, discovered the enemy in force on the Missouri side, at Lucas Bend, and at once proceeded down and opened fire upon their artillery and cavalry. The enemy had about sixteen pieces of field artillery and it is believed one heavy piece in battery. Several of their pieces were rifled cannon and ranged to and beyond this vessel, striking all about her. In a short time Commander Stembel, hearing our guns, came down with the *Lexington* and joined in the fight. The rebels moved their batteries from point to point while we availed ourselves of our motive power to move upstream as the enemy would attempt to move up, back from the banks, and bring their several batteries out at different places to fire a few rounds and gallop to some other point. Their force of cavalry was considerable, and I fired several shells among them with great apparent effect.

The shell and shot of both our vessels were lodged among their batteries. Both the *Lexington* and this vessel retired out of range for a short time, about 1 o'clock, hoping to lead the enemy up higher where our land forces were. Two steamers of the enemy had come up from Columbus, one the gunboat *Yankee*, which also opened fire upon us, but I found our guns could not reach them where they lay below the batteries. At about 2 o'clock I again dropped down with this vessel determined to try a shot again at the rebel gunboat. The first shot fired must have struck her on the ricochet, as it touched the water close alongside and she at once started downstream. The *Lexington* again came up, and it is believed succeeded in landing an 8-inch shell in the *Yankee's* wheelhouse and side, where it burst. At all events the vessel appeared to be greatly injured and went off with but one engine working. She retired under the batteries at Columbus, where the other one had previously gone. Our boats again opened fire upon the enemy's batteries, and before 5 o'clock we had silenced them entirely, driven their force out of reach, and without injury to ourselves. I am satisfied we did great damage to the enemy. While retiring, this boat was fired upon with musketry by an enemy concealed in a thicket and small outhouse, and one man, Nelson Castle, quartermaster, was shot through the arm and in the forehead. I think he will recover, but an operation will be required upon the skull. I at once opened with canister upon the thicket and quickly cleared it of the rebels. Some of them were shot by our small-arms men.

I can not speak too highly of the spirit and will of the crew, scarcely one of whom had been under fire before.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers.

Report of Captain Foote, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *Lexington*.

ST. LOUIS, *September 17, 1861.*

SIR: I herewith enclose a copy of Commander Stembel's report, the original of which has just been received.

I am, very respectfully, your obedient servant,

ANDREW H. FOOTE,
Commanding Naval Forces of the Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Stembel, U. S. Navy, commanding U. S. S. *Lexington*.

U. S. GUNBOAT *LEXINGTON*,
Mound City, Ill., September 13, 1861.

SIR: I have the honor to submit the following report, viz:

On Sunday night, the 8th instant, at 11:30, I received an order from General Grant, through his aid-de-camp, Captain Hillyer, to proceed the next morning at daylight down the Mississippi River with this vessel to the town of Norfolk, Mo., 8 miles below Cairo, to afford protection to Colonel Waagner, chief of artillery, who would move in that direction at the same time with a column against the enemy, who were said to be in force at that place.

I did so, and remained in the vicinity of the colonel's camp that day and night (having in the meantime been joined by the U. S. gunboat *Conestoga*) without discovering the enemy, although intelligence of their moving in his direction was received by the colonel and by him communicated to me.

On the morning of the 9th Colonel Waagner informed me by note that he would advance 3 miles with his command, and requested me to follow with the gunboats; which I did, dropping down some distance below the troops, where I had a good view down the river, but saw nothing worthy of notice. I then returned, and the *Conestoga* continued dropping down until she arrived at Lucas Bend (the point in the river above Columbus where I had the Sunday previous, when on a reconnoitering expedition with Colonel Waagner, discovered two formidable batteries planted on the bluffs above the town), when she fired her stern gun at a large body of rebel cavalry drawn up on the bank, as I was subsequently informed by Lieutenant Commanding S. L. Phelps.

I immediately ran down to the *Conestoga*, and on my arrival in her vicinity the batteries in the bend opened upon us. We engaged them and soon silenced them, one of which, composed of flying rifled artillery, however, merely changed position higher up the river and opened again; this it did several times and each time we silenced it, until it finally retreated down the river, and, I think, embarked on board a steamer which came from the direction of Columbus at the commencement of the engagement under convoy of what is supposed to be the rebel gunboat *Yankee*. Both boats, flying the rebel colors, kept well in under the batteries on the bluffs above the latter place.

The *Lexington* and *Conestoga* then ran down the bend, throwing a shell occasionally at the points from which they had been fired upon previously without eliciting a reply, until they reached a point, which I estimated to be about $2\frac{1}{2}$ miles distant from the *Yankee*. I then directed one of the 8-inch guns of the *Lexington*, charged with a 15-second fuze shell, to be trained upon her, giving the gun its greatest possible elevation by removing the quoin, etc., and fired. I had the satisfaction of seeing the shell explode in her starboard wheelhouse, careening her smokestack, and otherwise crippling her, when both rebel steamers retreated toward Columbus, the batteries on the bluffs alone preventing their capture.

The gunboats then returned up the river and were several times fired upon from the Missouri and once from the Kentucky shore

with musketry, which was returned with musketry, shells, and canister. There certainly must have been a large force opposed to us, and from the accurate firing of the gunboats the enemy's loss was undoubtedly very heavy. The only casualty on our part was one man seriously wounded on board the *Conestoga* by a musket ball from the Missouri shore.

I can not here close this report without expressing to you my high appreciation of the manner in which the officers and men of both the gunboats deported themselves on this occasion. Their conduct was cool and collected and more like that of veterans than green hands, as most of them are. Lieutenant Commanding Phelps deserves particular notice for his masterly management of the *Conestoga* and his effective fire, principally from his stern gun, which confirmed my previously entertained opinion that the three gunboats now in service on these waters should each, to make them doubly useful, have a stern gun.

I have, therefore, in your absence, taken the responsibility of transporting all of the 32-pounders, composing a part of the battery of this vessel, from forward aft, thereby, I think, increasing her efficiency. That, I hope, will meet your approbation.

I have the honor to be, your obedient servant,

R. N. STEMBEL,

Commander, Commanding U. S. Gunboat Lexington.

Commodore A. H. FOOTE, U. S. Navy,

*Commanding Gunboat Flotilla on Western Waters,
St. Louis, Mo.*

Report of Colonel Waagner, U. S. Army, Chief of Artillery.

ARTILLERY DEPARTMENT,
Cairo, Ill., September 8, 1861.

SIR: In consequence of your order, received yesterday, I started this morning at 5 o'clock on the gunboat *Lexington*, commanded by Captain Stembel, for a reconnoissance to Columbus. About 7 o'clock we passed Islands Nos. 3 and 4, where we discovered the camp fires a few miles above Columbus, on the Kentucky shore, exactly in the center of the two natural platform bluffs commanding the river and Belmont. In attempting to pass the foot of Lucas Bend, near Columbus, two batteries opened fire on us, one consisting of three the other of four guns, but, notwithstanding the high elevation given to their pieces, their shot all fell short. We did not answer, as they were out of range and we could not do them any damage, the caliber of the guns being two 24-pounder howitzers and 24 and 32 pounders on barbette carriages. The direction of their guns was good, the powder weak, and the fuzes entirely too long. I was quite well satisfied with the reconnoissance, but, having some suspicion of gunboats lying in Lucas Bend, I requested Captain Stembel to throw some shell in the bend. This was done and caused the appearance of two gunboats. One of them followed us.

As it was not our intention to enter into an engagement, we retreated and arrived at Cairo this day at 10 o'clock a. m. It is beyond doubt that on the bluffs at Columbus there is a camp of at least

2,000 men with two batteries of heavy guns, about six pieces in all; and opposite, between Belmont and Lucas Bend, there are about 1,000 men and some fieldpieces.

It affords me pleasure to report the cool, calculating, and energetic behavior of Captain Stembel, his officers and men.

Very respectfully,

G. WAAGNER,
Chief of Artillery.

Brigadier-General U. S. GRANT,
Commanding Forces, Southeast Missouri.

Report of Brigadier-General Grant, U. S. Army.

HEADQUARTERS DISTRICT SOUTHEASTERN MISSOURI,
Cairo, September 10, 1861.

This morning Colonel Waagner started from Norfolk with all the force that could be spared from that point to reconnoiter toward Belmont, supported by the gunboats *Conestoga* and *Lexington*. They went as far as Beckwith's farm, about 5 miles below Norfolk. Found no regular force, but had one man wounded and lost one horse by shots from the pickets of the rebels. The gunboats, however, penetrated farther, and found large numbers of cavalry on the Missouri shore, and, as near as they could ascertain, 15 pieces of artillery on wheels and 1 large piece in position. Some of the pieces were ascertained to be 24-pounder rifled guns.

The gunboat *Yankee* could not be induced to come far from a battery on the Kentucky shore. Captain Stembel, however, succeeded in bursting a shell in her wheelhouse, disabling her so much that she retired, working but one engine.

The batteries on shore were silenced, and the officers commanding gunboats think with considerable loss to the enemy. On two occasions they saw shell explode in the midst of the batteries, after which they could see by the aid of their glasses men being carried to the rear. One man was wounded dangerously by a musket ball fired from the shore. Further than this no damage was sustained by either of the boats. The machinery of the *Lexington* is out of order, and I have permitted her to go to Mound City for repairs.

All the forces show great alacrity in preparing for any movement that looks as if it was to meet an enemy, and if discipline and drill were equal to their zeal, I should feel great confidence even against large odds.

The enemy were seen to cross and recross the river, with what design I am at a loss to tell. My impression is that they want time to prepare for defense of their present position or for an advance on one of our positions, likely Paducah. If it were discretionary with me, with a little addition to my present force I could take Columbus. Your order will, however, be executed.

U. S. GRANT,
Brigadier-General

Major-General JOHN C. FRÉMONT,
St. Louis, Mo.

[Telegram.]

CAIRO, *September 10, 1861.*

Gunboats returned. Engaged batteries at Lucas Bend all day. Found 16 guns on Missouri shore. Rebel batteries all silenced. One man wounded on *Conestoga*. The gunboat *Yankee* was disabled, and would have been taken but for land batteries near Columbus. The rebels must have suffered severely. Discovered large bodies of cavalry on Missouri side. Saw no troops on Kentucky side.

U. S. GRANT.

Major-General JOHN C. FRÉMONT.

[Telegram.]

CAIRO, *September 10, 1861.*

Colonel Oglesby reports at 8 this morning he moved with his regiment, with 20 cavalry and five pieces of light artillery, 8 miles below Norfolk, and reconnoitered in sight of the enemy. An engagement between gunboats took place, ours being successful. Colonel Oglesby, not being strong enough to attack the enemy, returned to Norfolk. The events of the day are encouraging.

JOHN A. McCLEARNAND.

Major-General FRÉMONT.

[Telegram.]

HEADQUARTERS DISTRICT OF SOUTHEAST MISSOURI,
CAIRO, ILL., *September 11, 1861.*

You will renew your reconnoissance of yesterday, pushing as far down the river as practicable, and annoying the enemy in every way possible. Colonel Oglesby is instructed to give you all the force that can be spared from Norfolk, and the gunboat *Conestoga* will act in conjunction with you. Should you make any important discoveries inform me as early as possible.

U. S. GRANT,

Brigadier-General, Commanding.

Colonel G. WAAGNER,
Chief of Artillery, Norfolk, Mo.

[Telegram.]

HEADQUARTERS SOUTHEAST MISSOURI,
CAIRO, ILL., *September 11, 1861.*

Throw forward, under the direction of Colonel Waagner, as large a force as can be spared from Norfolk, to reconnoiter down the river in conjunction with the gunboat *Conestoga*. Norfolk must be held. Send back to your post for rations. The forces from Cairo will be relieved as soon as another regiment arrives to take their place.

U. S. GRANT,

Brigadier-General, Commanding.

Colonel R. J. OGLESBY,
Norfolk, Mo.

Order of Captain Foote, U. S. Navy, to Commander Stembel, U. S. Navy, commanding U. S. S. Lexington, to forward his report.

ST. LOUIS, *September 16, 1861.*

SIR: I have not received your official report of the recent engagement, but I have learned enough of it from you personally, and report from Lieutenant Phelps, commanding the *Conestoga*, to be satisfied that it was highly creditable to you and officers and crew of your vessel, as well as that of the *Conestoga*. In the absence of your report, I forwarded that of Lieutenant Phelps to the Navy Department.

Please make your report as soon as possible.

I shall see you in Cairo as soon as possible. Keep your vessel in readiness to perform any duty at the shortest notice. When your steam machinery shall be furnished, you may go on with the cabin, deck, and other repairs so far that the work shall not interfere if you are suddenly called to go on service.

A. H. FOOTE,
Captain.

Commander R. N. STEMBEL.

Letter of commendation from Captain Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. *Conestoga*.

ST. LOUIS, *September 16, 1861.*

SIR: I have received your report, which is highly satisfactory. The action reflects great credit on you and your officers and crew. I have enclosed your report to the Secretary of the Navy through General Frémont, the latter remarking that both the action and report were very creditable.

A. H. FOOTE,
Captain.

Lieutenant Commanding S. L. PHELPS,
Gunboat Conestoga.

Report of Captain Foote, U. S. Navy, forwarding requisitions for ordnance.

ST. LOUIS, [Mo.], *September 11, 1861.*

SIR: I have forwarded per telegraph this day a requisition for ordnance, a copy of which is enclosed.

We can not get the powder, shells, or tackles and breechings here, as the army is using blasting powder.

The gunboats will be finished before we are ready in the ordnance department, unless the articles required for are expressed on as soon as they can be made. The general commanding is extremely anxious to have the boats ready to proceed on their work.

The reason why the requisition is so hurriedly made is in consequence of a call to Cairo, where the gunboats have had an encounter

with the rebel gunboat *Yankee* and the forts or batteries. I proceed there this afternoon.

General Frémont has purchased another gunboat, which is to be fitted immediately and wants me to have the guns and ordnance department ready at the expiration of two weeks.

We will mount six 9-inch guns in these boats, and for these and other boats we want the 9-inch breechings and side and train tackles. I should prefer the 9-inch breechings for the rifle guns. In estimating for the cartridges and shell I have been governed by the supposed caliber of guns, as we can not tell until obtaining the guns from the lakes what number will be 32-inch and 8-inch, respectively; besides, we do not yet learn anything from the thirty-five 42-pounder army rifle guns, for which I have not required ammunition, but merely the breechings, side tackles, etc.

We can not get any shells here of 8-inch or for 32-pounders, therefore please send them on with the cartridges. In short, the army is using blasting powder, and is equally short in muskets, swords, etc., for which I shall soon make requisition on the Bureau, and want of time alone prevents it now. The Bureau will excuse this hurried letter, as I must leave for Cairo.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance and Hydrography, Washington.

[Enclosure.]

ST. LOUIS, *September 11, 1861.*

SIR: There are required immediately for the gunboats 210 8-inch breechings, fitted and ready for reeving; 34 9-inch breechings; 210 side tackles; 110 train tackles; 1,000 cartridges for 8-inch guns; 3,000 cartridges for 32-pounders, also shells and fuzes corresponding to the above cartridges.

I will write on returning from Cairo. Please order these forthwith; send powder for filling shells.

A. H. FOOTE,
Captain, U. S. Navy.

Captain A. A. HARWOOD,
*Chief of Bureau of Ordnance and Hydrography,
Washington, D. C.*

Order of Captain Foote, U. S. Navy, to Lieutenant Paulling, U. S. Navy, regarding the shipping of crews for gunboats under construction.

ST. LOUIS, *September 11, 1861.*

SIR: You will proceed to Chicago and open a rendezvous and ship crews for the gunboats building on the Mississippi. You are also authorized to ship men at different points on Lake Erie for the same purpose.

You will, in the cheapest manner possible, have the drafts of men sent to this place, who will be provided for in a steam receiving vessel, as directed by the senior naval officer present.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Lieutenant LEONARD PAULDING, U. S. Navy,
St. Louis, Mo.

[Telegram.]

NAVY DEPARTMENT, *September 11, 1861.*

Dahlgren is drilling seamen for you, and in about ten days we can send you fifty, well instructed. To what place shall they report?

G. V. FOX,
Acting Secretary.

Captain A. H. FOOTE,
Care of General Frémont, St. Louis, Mo.

[Telegram.]

ST. LOUIS, *September 11, 1861.*

SIR: I have the honor to report to you my arrival at this place. Captain Foote is absent at Cairo.

Respectfully, I have the honor to be, your obedient servant,
S. F. HAZARD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, to assume command of the U. S. S. Tyler.

CAIRO, ILL., *September 12, 1861.*

SIR: You will proceed to Paducah, Ky., and take command of the U. S. steam gunboat *Tyler*, and you will confer with the major-general commanding that division in your movements.

Very respectfully,

A. H. FOOTE,
Captain, U. S. Navy.

Commander HENRY WALKE, U. S. Navy,
Cairo.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, to assume command of U. S. S. Tyler.

CAIRO, ILL., *September 12, 1861.*

SIR: You will proceed to Paducah and take command of the U. S. steam gunboat *Tyler*.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Captain.

Commander HENRY WALKE,
Cairo, Ill.

General order of Captain Foote, U. S. Navy, restricting the cruising of vessels without definite instructions from superior authority.

GENERAL ORDERS, {
No. 1.

CAIRO,
September 12, 1861.

The officers commanding the gunboats will not leave their anchorages for the purpose of making a reconnoissance up and down the rivers without orders from me, provided I am within signal distance, and in no case during my absence will the officer commanding a gunboat go up and down the rivers without the knowledge and concurrence of the general commanding the post where the vessels are lying.

Cruising up and down the rivers will be directed at the proper time by proper authority. Should the officer in command of a gunboat have reason to suppose that he may render important service, he will confer with me if present, or, in my absence, with the commanding officer of the army, in case there is no navy officer, his senior, present to direct his movements.

Prudence, combined with bravery, constitutes the efficient officer, and until we have more gunboats the exposure is to be commensurate with the object to be attained. Great care must be observed lest the enemy decoy the boats, not properly supported, within range of overwhelming masked batteries.

ANDREW H. FOOTE,
Captain, Commanding Naval Forces on the Western Rivers.

Order of Major-General Frémont, U. S. Army, to Brigadier-General McKinstry, U. S. Army, for the payment of navy bills.

ST. LOUIS, *September 12, 1861.*

SIR: You will pay all bills properly approved by Captain Foote, on account of the gunboat service with which he is charged.

J. C. FRÉMONT,
Major-General, Commanding.

Brigadier-General J. MCKINSTRY,
Deputy Quartermaster-General.

Order of Captain Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, to proceed with that vessel to Paducah, Ky.

PADUCAH, KY., *September 12, 1861.*

SIR: You will proceed to this place, Paducah, with the *Conestoga*, under your command, relieving the steamer *Tyler*, and anchor your vessel opposite the hospital, holding a commanding position to prevent a hostile force approaching the city, if it should be attempted.

You will please report yourself to Brigadier-General Smith, commanding this division of the army, and confer with him in your movements.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Lieutenant PHELPS,
Commanding the Conestoga.

[Telegram.]

BOSTON, *September 12, 1861.*

Orders to St. Louis received. I have in charge engineer and inspector's duties, with considerable public money. Shall I proceed to St. Louis with [it], handing over to some authorized person the balances in hand?

J. A. WINSLOW,
Commander, U. S. Navy.

HON. SECRETARY NAVY.

Report of Commander Rodgers, U. S. Navy, requesting sea duty.

GUNBOAT TYLER,
Paducah, Ky., September 12, 1861.

SIR: I have decided to accept your offer of service upon the Eastern coast of the United States, and respectfully request orders to any vessel you may deem proper to give me.

General Frémont is quite desirous of having me join his staff, at least temporarily. I perceive an opportunity of such great usefulness in the position that I have consented to do so until I can get orders to sea.

In giving up the command of this vessel, which I do to-day, to Commander Walke, I shall anticipate your permission by reporting myself to General Frémont for duty on his staff. In the meanwhile I request orders to sea.

My address will be St. Louis, Mo.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Tyler, to report to the commanding general at Cairo, Ill.

CAIRO, ILL., September 13, 1861.

SIR: On the arrival of the *Conestoga*, you will proceed with the *Tyler* to Cairo and report yourself to the general commanding, and confer with him in your movements.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Captain.

Commander HENRY WALKE,
U. S. Gunboat *Tyler*, Paducah, Ky.

Order of Major-General Frémont, U. S. Army, to Captain Foote, U. S. Navy, to follow his own judgment in the execution of the work under his direction.

ST. LOUIS, September 16, 1861.

SIR: In consequence of the duties which press upon my attention, I am necessarily forced to trust much to your discretion. You will, therefore, in the duty confided to you, use your own judgment in carrying out the ends of Government.

Spare no effort to accomplish the object in view with the least possible delay.

J. C. FRÉMONT,
Major-General, Commanding.

Captain A. H. FOOTE,
Comdg. U. S. Naval Forces on the Western Waters,
St. Louis, Mo.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, to forward information of any proposed movements.

ST. LOUIS, September 16, 1861.

SIR: I have received no report from you. Please inform me if the steamers are soon to be called upon to move from their anchorage for reconnoitering or any other purpose; also state the condition of the vessels and appearance of things in general.

I must of necessity be here this week, unless the boats are to move on some expedition, in which case inform me instantly by telegram. Confer with General Grant, who will give you timely information for me to get down.

Very respectfully, yours,

A. H. FOOTE,
Captain.

Commander H. WALKE,
Commanding Steamer *Tyler*.

[Telegram.]

ST. LOUIS, *September 17, 1861.*

You may dock your steamer *Tyler* and repair her. After conferring with General Grant, and having a steamer ready for service at Cairo, put the gun in the stern and make cabin arrangements.

A. H. FOOTE,
Captain

Captain WALKE,
Gunboat Tyler.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Tyler, to proceed to Mound City, Ill., for repairs to that vessel.

ST. LOUIS, *September 17, 1861.*

SIR: Your letter of the 14th instant has been received. After conferring with General Grant, or commanding officer of the troops at Cairo, and you have a steamer ready for service at Cairo, you may take your steamer to Mound City and there dock and repair her, placing a gun in the stern and making such changes for quarters of officers as intended by Captain Rodgers before he left the steamer.

I wish you to telegraph me whenever anything new takes place. I wish also to impress upon you, when you are repairing your vessel, to keep her, as far as possible, ready to go upon any service in a few hours, which may be suddenly required.

I have received Commander Stembel's report.

Very respectfully, your obedient servant,

A. H. FOOTE,
Captain.

Commander HENRY WALKE,
Commanding U. S. Gunboat Tyler.

Letter from Civil Engineer Thom to the Secretary of the Navy, regarding the making of naval gun carriages.

CINCINNATI, *September 17, 1861.*

SIR: I wrote some days since, through Mr. Chase, of the State Department, for the Naval Ordnance Manual and had sent [to] me another work which does not give the information desired. The work to which I allude is, I think, the title as above, of about 275 or 300 pages, with illustrations of several naval gun carriages and lists of implements, etc. We are making the gun carriages for the gunboats for the Mississippi River, and were referred to this work. Should Commodore Rodgers be in Washington, he will know the work I need as it was at his suggestion I wrote for it. Please send without delay as our time has already half expired for delivery of the carriages.

Yours, respectfully,

N. G. THOM,
Civil Engineer at Eagle Iron Works.

HONORABLE SECRETARY OF NAVY.

Letter from Captain Foote, U. S. Navy, to Jos. L. Weatherly, esq., regarding the procuring of men for the naval service.

ST. LOUIS, *September 17, 1861.*

SIR: In reply to a letter, referred to me from General Frémont, I have to inform you that we shall be happy to receive at this place from you 1,000 men within one month, on the usual terms paid by the Government, viz, \$2 for each man, who is by a surgeon considered to be in a sound physical condition, and has ability to perform his duty. The Government will pay for his transportation at the rates paid for men we ship and are sent from the lakes.

A. H. FOOTE,
Captain.

JOS. L. WEATHERLY, Esq.,
Cleveland, Ohio.

[Letter of same date and like tenor to Mr. Carlton R. Moore, Philadelphia, Pa.]

Instructions from Captain Foote, U. S. Navy, to Lieutenant Paulding, U. S. Navy, regarding the shipment of men for the naval service.

ST. LOUIS, *September 17, 1861.*

SIR: I have your letter of the 14th instant, referring to your shipping men, etc.

I find difficulty in obtaining funds so great that you must not exceed an advance of \$10 to each man. This sum is to include all that he is to receive from you. As soon as you obtain a draft of men, you will send them to this place, showing your authority from General Frémont, which will be sufficient to give you transportation for your men, as the quartermaster's department here will pay the bill. As there are objections or difficulties in the Southern country about colored people, we do not want any of that class shipped. Do not appoint any more master's mates, unless it is absolutely necessary. Ship all men for the war. Do not open any more rendezvous except Chicago and Detroit. Get your shipping articles from Washington. I have just telegraphed that I will send \$400 to you as soon as you give me your address. Send by different mails duplicate receipts of this money to me as my vouchers; you must also take receipts from all persons to whom you pay portions of this money. You will find two rendezvous all that you can safely and effectively manage.

I have made other arrangements for getting men, and you need not therefore consider you are to ship the full number required.

A. H. FOOTE,
Captain, etc.

Lieutenant LEONARD PAULDING, U. S. Navy.
Chicago.

Letter from Captain Foote, U. S. Navy, to Major Symington, U. S. Army, requesting a supply of ammunition.

ST. LOUIS, September 18, 1861.

SIR: I have sent you a telegram to-day, copy annexed. I know nothing whatever of the charges of the 42-pounder army rifled cannon. Will you please furnish the ammunition for these guns according to army usage, which guns have been repeatedly promised the gunboats by the War Department, but I have heard nothing yet of them. It is impossible for us to fill any cartridges here, having no means, and being overpressed with various duties. Please, therefore, have them filled.

A. H. FOOTE,
Captain, etc.

Major SYMINGTON, U. S. Army,
Allegheny Arsenal.

[Telegram.]

ST. LOUIS, September 18, 1861.

Nothing heard about the 35 army rifled cannon. Requisition made on Pittsburg for shell and cartridges. They must fill cartridges. We want a gunner. Will not be ready in time unless the armament is forthcoming. I send a copy of requisitions on Allegheny Arsenal by mail.

A. H. FOOTE,
Captain.

Captain A. A. HARWOOD,
Chief Bureau of Ordnance.

Letter from Colonel Oglesby, U. S. Army, to Captain Walke, U. S. Navy, regarding improvised means of communicating by signal.

HEADQUARTERS,
Norfolk, Mo., September 18, 1861.

SIR: I have to suggest to you that I am without the means of giving you the usual signals. In lieu thereof we will adopt the following:

By daylight, to call your boat ashore, I will have a white cloth hoisted upon a pole and waved frequently until you observe it.

By night, in front of your boat, I will have fired off at intervals of, say, three seconds, three muskets; the latter signal will indicate to you that you are to send a boat ashore for special information and to prepare for a movement.

I regret that I have been unable to have communication with you before. I will be pleased to see you on shore at any time.

I learned last night that your second discharge in the afternoon in Lucas Bend proved fatal to five secessionists.

Most respectfully,

R. J. OGLESBY,
Colonel, Commanding at Norfolk, Mo.

Captain HENRY WALKE.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, regarding the operations of that vessel.

U. S. GUNBOAT TYLER,
Off Norfolk, Mo., September 18, 1861.

SIR: Your favor of the 16th, enclosing communications from Commander Stembel and Lieutenant Phelps, was forwarded to me at this place and received to-day.

I have the honor to report that the *Conestoga* arrived off Paducah on Friday, September 15, in the evening too late to admit of our leaving that night. We left early on Saturday morning, proceeded to Cairo, and after conferring with General Grant, I left to reconnoiter down the Mississippi in search of batteries. Went to Lucas Bend and fired two shell, rounded to and fired two on the lower end of Island No. 4, on Kentucky side. On my way up communicated with Colonel Oglesby, commanding at Norfolk, took on board about one hundred of the Ninth Illinois Regiment, who were wearied from overmarching, and at his request rounded to and proceeded down to the foot of Lucas Bend, fired eight shells, one of which I have since learned from the colonel, killed and wounded several secessionists in the camp near Benton. We then rounded, proceeded to Cairo—leaving the soldiers at Norfolk—arriving there at 9 p. m.

Sunday morning I returned, by order of General Grant, to Norfolk, anchored opposite the town. In the evening about 5 o'clock, a small stern-wheel steamer belonging to the rebels came in sight. I immediately ordered our vessel to be in readiness, but she fired a gun and returned. Being too far away from us, and knowing I could not overtake her, I paid no further attention to her movements, except to order strict vigilance and everything in readiness in case of her return.

On Tuesday I went up to Cairo to take on some coal. Shortly after our arrival rumors were flying around the city to the effect that immediately after we left, the rebels in force, attacked our troops at Fort Jefferson and were driving them back.

As soon as we could get coal aboard, I returned, finding all quiet and the rumors entirely unfounded.

The general deems it necessary for the safety of his forces here that one of the gunboats should be stationed here nights. I shall remain till the *Lexington*, which is expected to be in readiness in a day or two, is sent to relieve me. I will then proceed to Mound City, agreeably to your telegram of the 17th instant, received this evening, and with all possible dispatch have the necessary repairs and outfit contemplated and contracted for by Commander Rodgers carried out.

There are no movements at present contemplated requiring any change in the disposition of the vessels under your command. Your communications have been forwarded as requested.

Very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Mississippi Flotilla, St. Louis, Mo.

Report of Commander Walke, U. S. Navy, of operations of U. S. S. Tyler in Mississippi River.

U. S. GUNBOAT TYLER,
Off Norfolk, Mo., September 18, 1861.

SIR: Your letter of the 16th instant, enclosing communications for Commander Stembel and Lieutenant Phelps, was forwarded to me at this place, and received to-day.

I have the honor to report that the *Conestoga* arrived off Paducah, Ky., on Friday, September 15, in the evening, too late to admit of our leaving that night. We left early on Saturday morning, proceeded to Cairo, and after conferring with General Grant, I left to reconnoiter down the Mississippi in search of batteries. Went to Lucas Bend and fired two shells; rounded to and fired two on the lower end of Island No. 4, on Kentucky side. On my way up, communicated with Colonel Oglesby, commanding at Norfolk; took on board about one hundred soldiers of the Ninth Illinois Regiment, who were wearied from overmarching, and at Colonel O.'s request, rounded to, proceeded down to the point on the river this side of Columbus, the foot of Lucas Bend, and fired eight shells. I have since learned from the colonel that our second shot killed 3 and wounded 12 secessionists. We then proceeded to Cairo, landing the soldiers at Norfolk on our way, arriving at 9 p. m. Sunday morning I returned by order of General Grant to Norfolk; anchored nearly opposite the town. In the evening about 5 o'clock a small stern-wheel steamer belonging to the rebels came in sight. I immediately ordered the vessel to be in readiness, but she fired a gun and returned. Being too far away from us, and knowing I could not overtake her, I paid no further attention to her movements, except to order strict vigilance and everything in readiness in case of her return.

On Tuesday I went up to Cairo to take in some coal. Shortly after our arrival rumors were flying around the city to the effect that immediately after we left the rebels, in force, attacked our troops at Fort Jefferson and were driving them back. As soon as we could get coal aboard I returned, finding all quiet and the rumors entirely unfounded.

The general deems it necessary for the safety of our forces here that one of the gunboats should be stationed here nights. I shall remain till the *Lexington*, which expects to be in readiness in a day or two, is sent to relieve me. I will then proceed to Mound City, and with all possible dispatch have the necessary repairs and outfit contemplated and contracted for by Commander Rodgers made, agreeable to your telegram of the 17th, received this evening.

Your communications have been forwarded as requested.

Very respectfully.

H. WALKE,
Commander, U. S. Navy.

Captain A. H. FOOTE,
Commanding Mississippi Flotilla, St. Louis, Mo.

Letter from Captain Foote, U. S. Navy, to Quartermaster-General Meigs, U. S. Army, calling attention to delay in receipt of promised ordnance.

ST. LOUIS, September 19, 1861.

SIR: Availing myself of your suggestion, I beg leave to call, through you, the attention of the Army Ordnance Department to the fact that up to this moment we have not heard a word from the 35 army 42-pound rifled cannon, which, as we are making arrangements to have the flotilla ready in time, seriously embarrasses us in the ordnance preparations.

In a hurry, I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy.

Quartermaster-General MEIGS,
Washington, D. C.

Letter from Captain Foote, U. S. Navy, to Major-General Frémont, U. S. Army, requesting pay for crews of three gunboats near Cairo, Ill.

ST. LOUIS, September 19, 1861.

SIR: The crews of the three gunboats now in commission in the vicinity of Cairo, not having received any of their pay, have represented to Commander Rodgers that their families are in destitute circumstances. Will you, therefore, be pleased to direct the Quartermaster-General to have the drafts upon him of the several paymasters drawn in favor of the commanding officers of these boats now in commission?

I will soon ascertain the amount of funds which are necessary to meet the wants of the officers and crew.

Very respectfully, your obedient servant,

ANDREW H. FOOTE,
Captain, etc.

Major-General FRÉMONT,
Commanding Army of the West, St. Louis.

Report of Captain Foote, U. S. Navy, regarding affairs at St. Louis.

ST. LOUIS, September 19, 1861.

SIR: I have assigned Commander Pennock to the receiving ship at this place, Lieutenant Sanford to ordnance duty, and Mr. McGee, master carpenter, and Mr. Friganza, master joiner, to assist in forwarding the equipments of the gunboats. I intend leaving for Cairo to-morrow and there spend a few days on board the three gunboats in commission and in conference with General Grant, commanding that post.

It is necessary to the speedy and efficient equipment of the gunboats that I spend most of my time here, where the requisitions are made and to which place the guns and most of the equipments and stores are ordered by General Frémont, and also that I may be in ready communication with him.

I am making arrangements to furnish the men with clothing, for receiving guns and ordnance stores, equipments, and provisions for the crew—in fact, all things required.

The officers ordered to the gunboat service, with the exception of Commander Walke, who relieved Commander Rodgers (aboard the *Tyler*), Lieutenant Paulding, ordered to Chicago to recruit, Lieutenant Wilson, to the gunboat *Lexington*; Gunners Hall and Hamilton, ordered to the two gunboats without gunners, will, for the present, remain in St. Louis, as I do not consider it policy, even if it would be justice, to supersede the commanders of the steamers who are so well performing their duty, especially as the new ironclad steamers will be ready at the close of the next month.

I earnestly request that the Department will not send any engineer here, as the Western engineers, from their experience, can better perform their duty and it will be more gratifying to the Western people; besides I have appointed Mr. Merritt, the present superintendent of the building of the engines, as the engineer in chief of the flotilla.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Lieutenant Sanford, U. S. Navy, requesting the services of an experienced gunner.

ST. LOUIS, *September 19, 1861.*

SIR: I respectfully request that an efficient and experienced gunner—warranted—may be ordered here to assist in preparing the outfits of the gunboats.

I would urge upon the Department the absolute necessity that exists that this officer should be here to aid me.

I have the honor to be, respectfully, your obedient servant,

J. P. SANFORD,
Acting Lieutenant and Ordnance Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

It is vitally important at this place that we have a gunner, as we not only have ordnance work to perform, without the facilities for doing it as in our navy yards, but we are called upon by the army officers to assist them in this duty. I therefore earnestly importune the Department to send us one of the best qualified gunners in the service, or at least one of Commander Dahlgren's best men, with the appointment of gunner, who is to remain on shore and not be afloat. I therefore forward, fully approving, the above application.

A. H. FOOTE,
Captain, etc.

Order of Captain Foote, U. S. Navy, to Lieutenant Sanford, U. S. Navy, to proceed on special duty to Cincinnati and Pittsburg.

ST. LOUIS, September 20, 1861.

SIR: You will proceed to Cincinnati and Pittsburg for the purpose of enquiring into the amount and condition of ordnance stores at Pitt Foundry and other places. Should you find ordnance equipments or stores which we can not obtain from the Bureau, you will order them to be forwarded to this place for the gunboat flotilla. You will carry out the verbal instructions received from Major-General Frémont and myself.

After performing this duty you will return with dispatch and report yourself to me at St. Louis.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Lieutenant J. P. SANFORD, U. S. Navy,
St. Louis.

Order of Captain Foote, U. S. Navy, to Commander Steedman, U. S. Navy, to proceed on special duty to Cincinnati.

ST. LOUIS, September 20, 1861.

SIR: You will proceed with as little delay as possible to Cincinnati and make selections of pilots and such other officers for service in the naval flotilla, according to verbal instructions you have received from me.

When the duty is performed, please return and report to me at St. Louis.

A. H. FOOTE,
Captain, etc.

Commander C. STEEDMAN, U. S. Navy,
St. Louis, [Mo.].

Order of Colonel Oglesby, U. S. Army, to Commander Walke, U. S. Navy, to observe the position of the enemy in Puntney Bend, Mississippi River.

HEADQUARTERS EIGHTH REGIMENT,
Norfolk, Mo., September 20, 1861.

SIR: It having been reported to me in the last few moments by Captain [James P.] Harper, of the Seventh Iowa Regiment, that the rebel forces are taking position in Puntney Bend, on the Kentucky shore, between the hours of 8 and 9 o'clock this p. m., you will drop down far enough to get a view of the bend and remain until daylight and return. At daylight I will send a company of cavalry from this place far enough to observe their position. If anything is discovered, they will report to me, when I will further communicate with you.

Respectfully,

R. J. OGLESBY,
Colonel, Commanding at Norfolk.

Captain WALKE,
Commanding Gunboat Tyler.

NAVY DEPARTMENT, *September 21, 1861.*

Your letter of the 17th instant has been received. The Department has no such work as you describe. Captain A. H. Foote, U. S. Navy, who has been appointed to command the gunboat flotilla on the Western rivers, has been supplied with drawings, etc., of gun carriages and can furnish you with such information as you will probably need.

I am, respectfully,

GIDEON WELLES.

N. G. THOM,
Cincinnati.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Tyler, to proceed to relieve the U. S. S. Lexington, off Norfolk, Mo.

CAIRO, ILL., *September 22, 1861.*

SIR: You will proceed immediately to this place with the *Tyler*, under your command, on receiving this order, and report yourself to General Grant, commanding, for the purpose of taking the place of the *Lexington*, off Norfolk.

You will, of course, suspend all work on your gunboat till the return of the *Lexington*.

I am very respectfully,

A. H. FOOTE,
Captain, etc.

Captain WALKE,
Commanding Gunboat Tyler.

(MEMORANDUM.—The above order was countermanded in consequence of the vessel being on the ways and unfit for launching.)

Expedition to Owensboro, Ky., to guard the Ohio River, September 22-25, 1861.

[Telegram.]

WASHINGTON, *September 22, 1861.*

Governor Morton telegraphs as follows:

Colonel Lane, just arrived by special train, represents Owensboro, 40 miles above Evansville, in possession of secessionists. Green River is navigable. Owensboro must be seized. We want a gunboat sent up from Paducah for that purpose.

Send up the gunboat if, in your discretion, you think it right. Perhaps you had better order those in charge of the Ohio River to guard it vigilantly at all points.

Major-General FRÉMONT.

A. LINCOLN.

[Telegram.]

HEADQUARTERS WESTERN DEPARTMENT,
St. Louis, September 22, 1861.

Your dispatch received. I have immediately ordered Captain Foote, with gunboat, to dislodge the rebels from Owensboro, and will take measures to guard the Ohio.

Have placed my two Illinois regiments at Camp Dennison, near Cincinnati, at the disposal of General Anderson, and so informed him by telegraph.

J. C. FRÉMONT,
Major-General, Commanding.

A. LINCOLN,
President, Washington.

[Telegram.]

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, Ill., September 22, 1861.

In pursuance of telegraphic instructions received from Headquarters Western Department, you will proceed with the gunboat *Lexington* from here and *Conestoga* from Paducah to Owensboro, Ky., where the Confederates are said to have taken possession, and dislodge them. General Frémont's instructions are that the Ohio River is to be kept open.

U. S. GRANT,
Brigadier-General, Commanding.

Captain A. H. FOOTE.
Commanding Naval Forces Western Waters, Cairo, Ill.

Order of Captain Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. *Conestoga*.

PADUCAH, *September 23, 1861.*

SIR: On your return to this place you will immediately and with all possible dispatch proceed up the Ohio River as far as Owensboro, [Ky.], and report yourself to me on board the *Lexington*, Commander Stembel.

I have orders from General Frémont, commanding, to proceed immediately up the Ohio River with the gunboats on an important service, and your absence now, without having left information with the general where to find you, embarrasses me in the execution of these orders, emanating from the President and issued by General Frémont.

My general order was intended to convey instructions that the commanding general, in my absence, should not only be consulted, but that he also should be made acquainted with the place where they were gone, as well as the probable time of their return. You will in future be governed accordingly in your movements.

You will report yourself to Commander Stembel, of the *Levington*, in case I should have executed my orders at Owensboro, and return to St. Louis when you meet that vessel.

I am, respectfully, etc.,

A. H. FOOTE,
Captain.

Lieutenant Commanding PHELPS,
U. S. Gunboat Conestoga.

Report of Captain Foote, U. S. Navy, Regarding the absence of the U. S. S. Conestoga.

PADUCAH, *September 23, 1861.*

GENERAL: As the Ohio River is low, and opinions among pilots being divided about there being sufficient water for the gunboats, I have detained the *Bee* for the purpose of accompanying us up the river to haul us off in case we get aground.

I regret to inform you that the *Conestoga* is not here, but has gone up the Cumberland River, probably. I shall, however, proceed without her unless I find her in a few hours.

A. H. FOOTE,
Captain.

General GRANT,
Commanding at Cairo.

[Telegram.]

EVANSVILLE, [IND.], *September 24, 1861.*

Arrived here at 11 o'clock p. m. with one gunboat, Commander Stembel, and will proceed and execute your order immediately.

Colonel Cruft informs me that he has no troops for the place named in your orders. I have a company which we have conveyed up and who volunteer their services. I shall use them judiciously. Can you not send a regiment immediately to the place whither I am ordered? Also send an effective regiment to the various locks on Green River, which control that river. I have this information from Colonel Cruft. The river is falling and gunboats must soon leave. I will soon see you.

A. H. FOOTE.

General FRÉMONT.

Order of Captain Foote, U. S. Navy, to Commander Stembel, U. S. Navy, to remain off Owensboro for a few days.

OWENSBORO, [Ky.], *September 25, 1861.*

SIR: You will remain off this place for a few days, for the purpose of preventing any disturbance which may arise here from evil-disposed persons against the Union and the laws.

When the river falls so far as to endanger your vessel or preventing her reaching Cairo in going down the river, you will immediately

proceed to Cairo, and report yourself to the commanding officer of that post. In the meantime you will afford all needed protection to loyal citizens and confer with the military officers before [reaching] Cairo.

You will direct Lieutenant Commanding Phelps of the gunboat *Conestoga*, should he meet you, to use his discretion about getting out of the river before the water has fallen so low as to prevent his reaching Paducah, whither he will return and report himself, when leaving this place, to the commanding officer of that post.

A. H. FOOTE,
Captain.

Commander STEMBEL,
U. S. Gunboat Lexington.

Report of Captain Foote, U. S. Navy, commanding expedition.

OWENSBORO, Ky., *September 25, 1861.*

SIR: I have the honor to inform the Department that when at Cairo, on the 22d instant, I received a telegram from Major-General Frémont, commanding the Western Army, directing me to send the gunboats 250 miles up the Ohio River for the purpose of dislodging the rebels, said to be in force at Owensboro, and to keep the river open. On the 23d I proceeded in person up the river in the gunboat *Lexington*, Commander Stembel, intending at Paducah to take the *Conestoga*, Lieutenant Commanding Phelps, with us, but not finding the *Conestoga* I came up with the *Lexington* alone. We have passed two or three secession towns, but found no flags displayed, but all quiet on the river. I have had free intercourse with the Union people of Owensboro, where the secession feeling is strong, but no disrespect has been manifested toward us by the people. I have telegraphed General Frémont for a regiment to be stationed here to protect the Union citizens and to hold the place against any attack, as it is an important point, and to-day I have telegraphed the governor of Indiana asking for 500 more troops for the same purpose. I shall direct Commander Stembel to lie off the city with the *Lexington* until the troops arrive or the river falls to the point which will require his leaving, and then direct him to proceed to Cairo and resume his duties at that place.

I leave myself for St. Louis in the morning to resume my duties in fitting out the new iron casemated gunboats, which will require my constant exertions to prepare and to have the men, equipments, stores, etc., ready when the steamers are out of the constructor's hands.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Captain, etc.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

The *Conestoga*, Lieutenant Commanding Phelps, has arrived and will remain a day or two before returning to Cairo. Two gunboats of light draft of water are greatly needed in this vicinity.

A. H. F.

Report of Captain Foote, U. S. Navy, transmitting to the Department copy of his report to Major-General Frémont, U. S. Army.

OWENSBORO, *September 26, 1861.*

SIR: I enclose a copy of my report to General Frémont, referring to the gunboats going up the Ohio River 250 miles for the purpose of dislodging the rebels supposed to have been in possession of Owensboro. and to keep open the river up to that point.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

[Enclosure.]

OWENSBORO, *September 25, 1861.*

GENERAL: Agreeable to your orders per telegram of the 22d instant, and further instructions from General Grant, commanding at Cairo, to proceed to Owensboro with the gunboats for the purpose of keeping the Ohio River open and to dislodge the rebels supposed to have been in possession of that place, I proceeded to Paducah on the morning of the 23d in the steamer *Bee*, before the gunboat *Lexington*, Commander Stembel, was ready to leave Cairo, for the purpose of calling on General Smith and having the gunboat-*Conestoga*, Lieutenant Commanding Phelps, ready on the arrival of the *Lexington* to accompany me up the river. On arriving at Paducah I ascertained from General Smith that the *Conestoga* had gone on a short cruise; consequently on the arrival of the *Lexington* I immediately proceeded with her alone up the river, taking with us the steamer *Bee*, as the water was low and the river falling, that we might have the means, if grounding, of getting afloat more readily. I also sent the *Bee* up the Cumberland River 15 miles in a vain search for the *Conestoga*. After grounding twice, at 1 o'clock on the morning of the 24th instant, we were compelled to anchor and lie over till 8 a. m., when, in company with the *Bee*, and she towing us, we proceeded up the river to Evansville, from whence I telegraphed you at 11 p. m. This morning (25th instant) we reached Owensboro, found no batteries, but were boarded by Colonel McHenry, who, with Colonel Hawkins, had each a skeleton Kentucky regiment which had arrived the morning previous. I sent for the authorities of the place and directed them to prevent the display of secession flags. A strong disunion sentiment is manifest in the place, but no disrespect was offered me, although I have been much among the people, but I directed Commander Stembel to hold as little communication with the shore as practicable. The colonels, with their force as previously designed, left the town during the day, although I strongly implored them to remain, as I did the Cincinnati company, but they declined on the ground of not being properly equipped, nor having been mustered into the service. Under these circumstances, and the water requiring the *Lexington* soon to leave, I went down to Evansville in the steamer *Bee* and telegraphed to Governor Morton at Vincennes, Ind., asking for 500 men for Owensboro. If I get no reply, I propose telegraphing General Anderson at Louisville for

the same number. On returning to Owensboro in the evening I again communicated with the shore, after which, and giving my orders to Commander Stembel to remain till the low water required him to leave in order to reach Cairo safely, I ran down to Evansville, meeting and boarding the *Conestoga* en route and giving her instructions, and here have telegraphed to General Anderson for 500 men to be sent to Owensboro.

Having done all in my power in this quarter, and the preparations of the gunboats in St. Louis demanding my immediate attention, I leave for that place at 10 a. m. to-morrow, and trust that I may personally communicate with you in the evening.

In haste, I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Major-General FRÉMONT,
Commanding Western Army, St. Louis.

Report of Commander Walke, U. S. Navy, regarding expedition to Lucas Bend, in company with the U. S. S. Lexington.

U. S. GUNBOAT TYLER,
Off Norfolk, [Mo.], September 23, 1861.

SIR: Agreeable to my previous notice, I proceeded down the river yesterday morning to reconnoiter, in company with the *Lexington*, under command of Commander Stembel, and a small fleet, with a detachment from the army.

I went as far as Lucas Bend, throwing an occasional shell as we proceeded; but meeting with no response nor discovering any batteries we returned to Norfolk.

The *Lexington* relieved me this morning. I therefore proceed to be docked at Mound City immediately.

Very respectfully,

H. WALKE,
Commander, U. S. Navy.

Captain FOOTE,
Commanding Mississippi Flotilla.

Letter from the Secretary of the Navy to Commander Rodgers, U. S. Navy, responding to the request of the latter for sea duty.

NAVY DEPARTMENT, *September 23, 1861.*

SIR: The Department has received and read with much interest your letter of the 7th instant. Of your zeal and ability the Department has at no time entertained a doubt, nor of the service you have rendered under great and almost inconceivable difficulties.

When the Army called for an officer to be attached to the Department on the Mississippi this Department detailed you for the service, and any change made did not originate here. It gives me pleasure to learn that Major-General Frémont, appreciating the value of your

labors, has invited you to join his staff since the arrival of Captain Foote at the West. Your letter of the 12th instant, requesting orders for sea service, has been received and will receive due attention.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JOHN RODGERS, U. S. Navy,
St. Louis, Mo.

Letter from Commander Porter, U. S. Navy, to Major-General Frémont, U. S. Army, regarding the difficulty in securing pilots.

ST. LOUIS, September 23, 1861.

SIR: I find great difficulty in obtaining pilots for the gunboats, and respectfully suggest that all licensed pilots be compelled, within a reasonable time, to report themselves at the office of the provost-marshal.

The pilots are, in fact, the officers of the Government, and their refusal to serve is an act of treason.

Very respectfully, your obedient servant,

W. D. PORTER,

Commander and Senior Officer Present.

Major-General FRÉMONT,
Commanding U. S. Army, Western Division.

Letter from the Assistant Secretary of the Navy to Acting Lieutenant Sanford, U. S. Navy, responding to request for an experienced gunner.

NAVY DEPARTMENT, September 24, 1861.

SIR: The Department informs you in reply to your letter of the 19th instant that it has not an experienced gunner available who can be ordered to St. Louis, as requested.

Some men, instructed in the ordnance department of the Washington yard, left for St. Louis to-day.

I am, respectfully, your obedient servant,

G. V. FOX,

Assistant Secretary.

Acting Lieutenant J. P. SANFORD, U. S. Navy,
St. Louis, Mo.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, regarding progress on repairs to vessels.

GUNBOAT TYLER,

Mound City, September 26, 1861.

SIR: I beg leave to suggest the salting of the vessels now being built at St. Louis and Mound City as a great preservative, and deemed by Mr. Hamilton and others, builders, with whom I have conversed upon the subject, as of vast importance.

We are progressing rapidly with the repairs and alterations of the *Tyler*. Her bottom was in bad condition, very foul, and requires considerable overhauling to make her safe for the service.

The alterations and additions will be about like those of the *Lexington* and *Conestoga*. I shall make all possible speed to report her ready for service, and shall keep General Grant advised of my progress. I have made arrangements for three 32-pounder cannon at Cairo, subject to my order; one I intend for the stern, the others for forward ports.

Very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Captain A. H. FOOTE,
Commanding Mississippi Flotilla, St. Louis.

[Telegram.]

OWENSBORO, *September 26, 1861.*

SIR: The gunboat *Lexington* is at Owensboro, but must go down the river in two days, as the river is falling. Five hundred troops are wanted immediately at Owensboro. No troops are there. Gunboat may have to leave to-morrow night. Please send troops to-day or by to-morrow morning.

A. H. FOOTE,
Captain.

O. P. MORTON,
Indianapolis.

[Telegram.]

EVANSVILLE, [IND.], *September 26, 1861.*

Five hundred men are wanted immediately at Owensboro, as there are no troops there. I must send the gunboats now there down the river, as the river is falling. I have telegraphed to St. Louis and Vincennes, [Ind.], for troops, but have no means.

Address Colonel Jones, Evansville.

A. H. FOOTE.

General ROBERT ANDERSON,
Louisville.

[Telegram.]

HEADQUARTERS WESTERN DEPARTMENT,
1:30 o'clock, Saturday, [September 28, 1861.]

SIR: Will Captain Foote please come to this headquarters as soon as possible, to give General Frémont information and receive his ideas through telegraph?

J. B. FRÉMONT.

[Telegram.]

HEADQUARTERS WESTERN DEPARTMENT.

Copy of dispatch from General Frémont received at 8:30:

I will give attention to what is going on down the river. Say to Captain Foote that I wish to get the *New Era* up by lightening her. Tell him to keep me posted with his ideas about Cairo. Ask Captain Adams about getting up the *New Era*.

J. B. FRÉMONT.

Copy of telegram from General Smith at Paducah:

The gunboat *Lexington* has just returned from Owensboro and reports no enemy there. The gunboat *Conestoga* is now at Owensboro.

C. F. SMITH,
Brigadier-General.

I shall be at home as late or as early as Captain Foote may wish to see me.

Any intelligence he needs from the general, I will send him the news at once.

J. B. F.

Letter from Captain Foote, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding the U. S. S. New Era.

ST LOUIS, September 29, 1861.

MY DEAR CAPTAIN: I send you by Lieutenant Shirk the enclosed telegram from General Frémont.

I have been to headquarters to-day and sent word to the general that the *New Era* would not be lightened more than 4 inches probably, as we had no facility for getting out the guns, and I believed she would draw 4 feet if everything was taken out of her, and therefore there was but little probability of getting her farther up the river. It was also asked whether he wanted the boat to lie where she was or to go to Cairo. They told me at headquarters that the general would give some instructions, probably how to have the vessel disposed of, in the event of your not getting farther up the river.

Any information that you wish to communicate, Lieutenant Shirk will bring here to be sent to the general by telegram or by letter. I send Lieutenant Wilson and Mr. Adams as intimated in my letter to General Frémont.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy.

Commander RODGERS, U. S. Navy,
U. S. Gunboat New Era.

Letter from Captain Foote, U. S. Navy, to D. A. Raxford, esq., accepting his offer to secure men for service on the Western waters.

ST. LOUIS, *September 30, 1861.*

SIR: I have received yours of the 22d instant, containing an offer of 50 or 100 men for the gunboat service on the Western rivers.

In reply, I have to inform you that I accept your offer, and will give you a respectable position, such a one as will satisfy you.

You must make arrangements to have the men transported to St. Louis at the usual rates; the bill for their transportation will be settled here.

The men must all be physically sound, and you must tell them that, before they are regularly shipped for this service, they have to undergo here a medical examination as to their physical soundness. Good men will be allowed \$18 per month and one ration. I shall write to Commodore Paulding to-day.

Very respectfully, etc.,

A. H. FOOTE,
Captain, U. S. Navy.

MR. DENISON A. RAXFORD,
Burlington, Vt.

Order of Captain Foote, U. S. Navy, to Lieutenant Paulding, U. S. Navy, regarding a change of rendezvous.

ST. LOUIS, *September 30, 1861.*

SIR: I find that the men shipped on board the three gunboats in commission are receiving \$18 per month, whether seamen, ordinary seamen, or landsmen. You will be governed accordingly in shipping men in future.

I have opened a rendezvous at Cincinnati, and unless you get a good number of men at Detroit, as your master's mates seem to be so incompetent, you had better close that rendezvous and ship all the men at Chicago.

If the master's mates are of no service, you had better discharge them, as you appointed them.

Send the next draft as soon as you think best, in the cheapest manner. The board bills of the officers must be paid by themselves, and not out of the money sent you.

You should address all your letters to me, as I can only be known to you as the official head here. It is the rule at the navy yards to address all letters to the real commandant, although it may be known that he is absent.

The acting officer for the time being opens and answers all letters addressed to the chief in command.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Lieutenant LEONARD PAULDING, U. S. Navy,
Chicago, Ill.

Report of Commander Walke, U. S. Navy, requesting instructions regarding various matters in connection with work upon vessels.

U. S. GUNBOAT TYLER,
Mound City, September 30, 1861.

SIR: We were launched from the ways on Saturday and are progressing rapidly with alterations and additions contemplated by Commander Rodgers. In the haste necessary for the conversion of these steamers green timber was used, and, in consequence of much shrinkage, the water, in cleaning the main decks, finds its way in the hold. It is very essential for the protection of the magazine and the hold generally that the deck be calked. The sides of the cabin likewise require calking to protect the officers and crew from the weather.

I shall therefore have it done by our own crew as soon as I receive the oakum.

In order to facilitate our work I made requisitions on quartermaster at Cairo for sundry articles. They were countersigned by General Grant, but in consequence of the articles not being here they were forwarded to St. Louis, and I hope will be responded to at once.

Do you desire me to forward all requisitions to you for approval, or shall I make draft on the quartermaster for such articles as our immediate wants may require, as heretofore done by Commander Rodgers?

The river men here think it would be safer, cheaper, and quicker to put the machinery in and iron plating on the new boats here, as the prospect of low water at this season of the year between Cairo and St. Louis endangers the chances of getting the boats from St. Louis in time for service. We have no battle lanterns. Should you think them requisite for our service, please direct me in what manner to obtain them.

The *Lexington* passed down the river on Saturday evening and reported the *Conestoga* in the neighborhood of Owensboro.

I am having tangent sights put on our guns by the armorer, and have been promised some breech screws for the guns by General Grant.

I have on board fourteen Ordnance Manuals. What disposition shall I make of them?

The expense of altering this vessel will be about the same as that of the *Lexington*, except the dockage. We have no boarding pikes. Do you wish me to have them made for the gunboats?

Very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Captain A. H. FOOTE,
Commanding Naval Forces, Western Waters.

Report of Captain Foote, U. S. Navy, transmitting letter to the Quartermaster-General of the Army, requesting funds.

ST. LOUIS, October 1, 1861.

SIR: To-day I have made another requisition on the Ordnance Department for pistols, cutlasses, muskets, powder, etc., articles which can not be found either in Pittsburg or elsewhere, nor had from the

Army or Navy, or from any other source, which places me in a most embarrassing position, as the gunboats will be ready to receive these indispensable equipments, stores, etc., before they are ready, or even provision made to obtain them.

We are providing most of the other needed articles usually furnished at the navy yard from private sources in different parts of the country.

I herewith enclose a letter addressed to Quartermaster-General Meigs about funds required for the gunboat service.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

ST. LOUIS, *September 30, 1861.*

SIR: Understanding that a quartermaster has been appointed exclusively for the gunboat service, I have to request that a sum of \$75,000 may be at once placed at his disposal, under my orders, for the speedy outfits of the flotilla under my command. The officers and crews of the three gunboats already in commission are clamorous for their pay; the most of them have families who are left entirely destitute, and all of them say that they entered this service under the promise of being paid every two months.

I also find that the amount of necessary clothing for the crews will come to about \$40,000, besides expenses for recruiting men, payment of freight and transportation, etc.

I find it also very difficult to get men to enter this service without giving them some advance to pay their board bills, etc. I still feel greatly embarrassed about powder and small arms, having been positively refused these both by the Army and Navy. Upon the suggestion of Commander Rodgers, I have written to Governor Morton, of Indiana, and asked him to furnish the gunboat flotilla with 75,000 pounds powder.

All of which is respectfully submitted to your immediate attention.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Quartermaster-General MEIGS,
Washington, D. C.

[Telegram.]

CAIRO, *October 1, 1861.*

SIR: I think there will be no active service requiring your services at present. I will telegraph you if important movements are made.

U. S. GRANT,
Brigadier-General.

Captain A. H. FOOTE, U. S. Navy.

[Telegram.]

ST. LOUIS, *October 1, 1861.*

Send the rifled cannons to Cairo and not to St. Louis.

A. H. FOOTE.

Colonel SYMINGTON,
Pittsburg Arsenal.

*Letter from Captain Foote, U. S. Navy, to the Secretary of War,
regarding the urgent need of funds for the gunboat service.*

ST. LOUIS, *October 2, 1861.*

SIR: Having been selected to command the United States naval forces on the Western waters for the purpose of cooperating with the Army under the command of Major-General Frémont, I beg respectfully to ask that funds may be placed in some disbursing officer's hands, subject exclusively to my orders for the gunboat service.

The want of getting money here from any source for the payment of officers and crew already attached to this service, the purchase of stores and clothing, payment of advance to men shipped for this service, and many other necessary purchases here for the outfits of the same, place me in an embarrassing position, besides absorbing my time and diverting my attention from the duties with which I am charged.

I have therefore written a letter to Quartermaster-General Meigs on this subject, and requested that a quartermaster may be exclusively detailed for the gunboat service, and that a sum of \$75,000 may at once be placed at his disposal, in order to fulfill my obligations already entered into on account of this service for the payment of officers and crews of gunboats already in commission, and for the purchase of articles immediately required.

I have the honor to be, very respectfully, your obedient servant,

ANDREW H. FOOTE,
*Captain, U. S. Navy, etc.*Hon. SIMON CAMERON,
Secretary of War, Washington, D. C.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding operations in the Ohio River.

U. S. GUNBOAT CONESTOGA,
Cairo, October 2, 1861.

SIR: Your telegraphic dispatch to Colonel Jones, or Postmaster, Evansville, to direct "the *Lexington* and this vessel to proceed to Cairo immediately," I received at 2 o'clock a. m., Sunday morning, while lying at French Island Bar. I arrived here this morning, having been nearly four days getting over the bars. The vessel was lightened of everything except the guns.

On Friday morning (27th), a few hours after we arrived at Owensboro, a skiff came down from Cannelton, [Ind.], with reports of dis-

turbances on the opposite side of the river at Hawesville. Commander Stembel deemed it advisable that this vessel should go up to the point.

I found a few citizens of foreign birth, miners, at Hawesville, and nearly the only Union people there, who had crossed to Cannelton for safety, carrying with them the arms furnished by Government for their defense, and much alarmed, but, from what I could learn, of leading citizens of Cannelton, needlessly so. I saw many of the people of Hawesville and received assurances of the peaceful disposition of all parties, as well as of the safety of a few old flintlock muskets in the place. I feel assured that the principal people of Hawesville had not contemplated any violence, or breach of the neighborhood peace, but it is advisable to show a force along that section of the river from time to time as the secessionists are in the majority and the public mind much agitated.

There is no Government force there and I was forced out of the river by falling water, and was, therefore, only able to counsel peace among neighbors and to give hopes of support to Union men we were not likely to afford on account of a low river.

Several of both parties went up on this boat to Cloverport, where I met quite a number of citizens of all shades of politics, and, I am happy to report, found less excitement, the Union party not at all alarmed, and no arms to invite invasion by marauding parties or create neighborhood contentions. Companies were being formed there and in the neighborhood for the Government service.

I returned to Owensboro about midnight. The *Lexington* left soon after; I remained till Saturday morning. During the night the river fell alarmingly; the pilots had considered it safe to remain till that time, but the sudden increased fall left about 3 inches too little water for the vessel at the first bar, and the delay caused in getting over gave time for further falling.

The river is swollen very much above, so that there is no want of water now. General Grant, on my reporting to him, at once stated that he had no special use for the vessel in this neighborhood, and would prefer that she were above, along the Kentucky shore, and on his suggestion I telegraphed to you yesterday.

We last evening had a reconnoissance down the river to within 2 miles of the batteries above Columbus. The *Jeff Davis*, lying a half mile above, immediately ran down a half mile below the batteries.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Rivers.

Report of Captain Foote, U. S. Navy, regarding the supply of efficient officers for the needs of his command.

ST. LOUIS, *October 3, 1861.*

SIR: I have had several applications from men, and some of them recommended by the Department, to assist me in fitting out the gunboat flotilla.

I respectfully inform the Department that I have already selected efficient officers for the several gunboats; and these, with the navy officers already detailed for this service, are sufficient; and in fact any further assistance is not required, but would prove rather embarrassing.

I have the honor to be, very respectfully, your obedient servant,
ANDREW H. FOOTE,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Foote, U. S. Navy, to Assistant Adjutant-General McKeever, U. S. Army, regarding instructions given to the U. S. S. New Era.

ST. LOUIS, October 4, 1861.

SIR: Agreeable to the instructions of the major-general commanding, I will instruct the officer commanding the *New Era* to proceed to Paducah and report to Brigadier-General Smith, after having landed the field howitzer, etc., at Cape Girardeau. There is some doubt about the depth of water, which, of course, must govern the movements of the gunboat.

It will not be convenient to take the pioneer company aboard the *New Era*, as she has hardly accommodations for her own men; besides, the water is so low, that the vessel can not run at night, and she will not be able to leave till late to-morrow.

Very respectfully, yours,

A. H. FOOTE,
Captain, etc.

Assistant Adjutant-General MCKEEVER.

Order of Captain Foote, U. S. Navy, to Commander Porter, U. S. Navy, to assume temporary command of the U. S. S. New Era and proceed to Paducah, Ky.

ST. LOUIS, October 4, 1861.

SIR: You will assume, temporarily, the command of the gunboat *New Era*, now in charge of Commander Rodgers, and proceed with her to Paducah, Ky., and report yourself to General Smith, commanding the army division at that place, who will give you further instructions.

On your passage to Paducah you will touch at Cape Girardeau and land a howitzer belonging to that port, communicating with the commanding officer there; and from thence you will proceed to Cairo and report yourself to General Grant, commanding the army division at that point.

In case of an attack being apprehended on Paducah or elsewhere, you will please inform me immediately by telegraph. You will also make all communications of a public nature direct to me, at the same time fully conferring with, and carrying out as far as practicable,

the views and directions of the commanding general at the post where you are stationed.

You are fully aware that we are here for the purpose of cooperating with, and under the directions of, the commanding general of the Western army, and I have no doubt but that we shall prove an auxiliary power, enabling the army to succeed in an enterprise which might fail without the naval cooperation.

You will receive with this a copy of a general order for your guidance.

I am, very respectfully, your obedient servant,

A. H. FOOTE,

Captain, U. S. Navy, etc.

Commander W. D. PORTER, U. S. Navy,
St. Louis, Mo.

Order of Captain Foote, U. S. Navy, to Commander Walke, U. S. Navy, regarding the obtaining of certain supplies.

ST. LOUIS, October 5, 1861.

SIR: I have received your favor of the 3d instant. I had already been informed of the disagreeable fact that the drafts had not been paid, as Captain Turnley had paid out all his money, forgetting his written certificate to us, to honor our drafts to the amount of \$5,000. I feel highly mortified at such proceedings, and have laid the whole matter before General Frémont.

I can not furnish you with any funds at present, but I trust that I will be able to do so in a few days. You may get the lard and coal oil from Cincinnati, and have the bills sent to St. Louis for payment.

You may discharge Jos. Evans, carpenter's mate, if not in debt to the Government.

You may make such arrangements for heating your vessel as you think best, with a due regard to comfort and economy.

Very respectfully,

A. H. FOOTE,

Captain, U. S. Navy.

Commander H. WALKE, U. S. Navy,
Commanding U. S. Gunboat Tyler, Cairo.

P. S.—You will ship all the men that you can at Cairo for the gunboat service. Please to inform all the other commanders at Cairo to do the same.

A. H. FOOTE,

Captain, U. S. Navy.

Order of Captain Foote, U. S. Navy, to Commander Perry, U. S. Navy to proceed to Cairo, Ill., and assume charge of ordnance equipments and stores.

ST. LOUIS, October 5, 1861.

SIR: You will proceed to Cairo and report yourself to General Grant, commanding that division of the Army, for the purpose of receiving and taking charge of ordnance and all other equipments and stores for the gunboat flotilla.

You will have for this purpose, on application to General Grant, such a portion of the *Graham*, wharfboat, lying at Cairo, as may be necessary. You will not deliver any of the stores in your charge to any person except by a special order of the commanding general or myself. When the guns arrive, you will be careful to have them placed in the boat and guarded, as already we find that evil-minded persons have made attempts to render them useless.

The ordnance equipments and stores arriving at Cairo were never specially designed for the new gunboats. Any assistance you may require will be furnished if practicable by the gunboat at Cairo, or, if necessary, from other sources, at your good discretion. You will please inform me by telegram whenever any hostile movement is apprehended, and keep me informed by letter of anything of interest.

Very respectfully, your obedient servant,

ANDREW H. FOOTE,
Captain, U. S. Navy, etc.

Commander ROGER PERRY, U. S. Navy,
St. Louis, Mo.

Letter from Captain Foote, U. S. Navy, to Quartermaster-General Meigs, U. S. Army, regarding funds required for the gunboat service.

SIR: The sum of \$130,000 is required for the use of the gunboat service according to the following estimates:

For ten gunboats, 15,000 men.	
For arrears of wages due officers and men of gunboats in commission--	\$12,000
For the payment of advances to recruits and expenses for said service--	15,000
For the purchase of clothing-----	45,000
For the purchase of small stores-----	8,000
For the purchase of outfits, viz, anchors, chains, hawsers, hammocks, and bags, coal, engineers' and carpenters' stores, and other contingent repairs and supplies-----	50,000
Total -----	130,000

Very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Quartermaster-General MEIGS,
Washington D. C.

Engagement between the U. S. gunboats Tyler and Lexington and Confederate batteries near Columbus, Ky., October 7, 1861.

Report of Captain Foote, U. S. Navy, transmitting report of Commander Walke, U. S. Navy.

CAIRO, ILL., October 9, 1861.

SIR: I forward herewith a report from Commander Walke, on the 7th instant, of a reconnoissance and skirmish between the gunboats *Tyler* and *Lexington* and the rebel batteries near Columbus.

I proceeded from St. Louis to this place on the 7th instant for the purpose of taking another short cruise in the gunboats, but General Grant, the commanding general of the army division, learning that the rebels were planting masked batteries near his lines, had dispatched the gunboats down the river before my arrival, with the result as shown in the enclosed report.

Having been up to Mound City in the gunboat *Lexington* since my arrival, and there inspected three of the new gunboats building, and having at this place made arrangements for storage of articles required for the flotilla, and communicated with the commanding general, who represents everything quiet, I intend returning to St. Louis to-morrow, and there make further preparations for fitting out the new gunboats as soon as they are turned over from the contractor's hands.

I am still exceedingly embarrassed for want of money, powder, and small arms, which, if not soon furnished, must prevent the new gunboats being fitted out in time for active operations this season.

I have assigned Commander Porter to the command of the new gunboat *New Era*, lately fitted out with 9-inch guns, who, with his boat, arrived here this morning, en route for Paducah. Officers are thus assigned:

Captain Foote, superintending the preparations for the seven new gunboats and cruising in the gunboats now in commission when special service is called for.

Commander Porter, in the *New Era*.

Commander Stembel, in the *Lexington*.

Lieutenant Commanding Phelps, in the *Conestoga*.

Commander Walke, in the *Tyler*.

These boats are at Paducah, cruising in the Ohio River, and at Cairo and Mound City, severally, and are ready to be sent to any other point required.

Commander Hazard, shipping men at Cincinnati.

Commander Perry, in charge of wharf boat receiving stores at Cairo.

Commander Pennock, in charge of receiving ship here.

Commander Winslow, assisting in obtaining stores, etc., from the East.

Commander Kilty, in delicate health, but supervising my work here in my absence.

Lieutenant Shirk, in the receiving ship.

Lieutenant Wilson, assisting Lieutenant Sanford, the ordnance officer of the flotilla.

Lieutenant Bishop, the executive officer of the gunboat *Tyler*.

I am frequently called upon for my views on matters pertaining to the flotilla by General Frémont, which, with my duties in fitting out the flotilla or preparing to do so, necessarily keeps me from being afloat as much as I should otherwise desire.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. GUNBOAT TYLER,
Mound City, October 7, 1861.

SIR: At the request of General Grant, commanding Division Southeast Missouri, I proceeded down the river with the U. S. gunboats *Tyler* and the *Lexington*, under Commander Stembel, for the purpose of reconnoitering the position of the enemy so far as practicable. When approaching the head of Iron Bluffs [Bank], we discovered the rebel steamer *Jeff Davis*, but could not get near enough to be of effective service. Proceeding on till we came within view of their batteries, about 2 miles above Columbus, we opened on them and succeeded in drawing fire from five or six of their batteries, some of which proved to be mounted with rifled cannon. Several of their shots passed over us, one of which fell within a few feet of the bow. Not considering ourselves strong enough to cope with their rifled cannon, we rounded to and returned to Cairo. When near the front of Lucas Bend, the *Lexington* and ourselves fired several shell into Camp Belmont. They returned fire from their batteries, but subsequently seemed to have been silenced, and brought out their fire from the Kentucky shore.

On our return we brought away two flatboats lying just above Norfolk and delivered them over to General Grant.

Very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Captain A. H. FOOTE,
Commanding Naval Forces, Western Rivers.

Letter from Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, commanding U. S. S. *Tyler*, requesting the services of that vessel.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, October 6, 1861.

CAPTAIN: The services of your gunboat being much required, I will be much obliged if you will report with her for service in the morning.
Respectfully, yours,

U. S. GRANT,
Brigadier-General, Commanding.

Captain WALKE, U. S. Navy,
Commanding Gunboat Tyler, Mound City, Ill.

Order of Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, to reconnoiter the position of the enemy.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, October 7, 1861.

CAPTAIN. You will proceed down the river to-day with gunboats *Tyler* and *Lexington* for the purpose of reconnoitering the position of the enemy, so far as practicable.

It has been reported to me that the enemy has a masked battery some three miles above Columbus, on the Kentucky shore. I do not credit the report, but it would be desirable to advance cautiously.

Yours, etc.,

U. S. GRANT,
Brigadier-General, Commanding.

[Commander H. WALKE,
U. S. Gunboat Tyler.]

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler.

U. S. GUNBOAT TYLER,
Cairo, Ill., October 7, 1861.

GENERAL: Agreeable to your orders of this morning, I proceeded down the river with the U. S. gunboat *Tyler* and the *Lexington* under Commander Stembel, for the purpose of reconnoitering the position of the enemy so far as practicable.

When approaching the head of Iron Bluffs [Bank], we saw the rebel steamer *Jeff Davis*, but could not get near enough to be of effective service. Proceeding on till we came in sight of their batteries about two miles above Columbus, we opened on them and succeeded in drawing the fires of five of their batteries, some of which proved to be mounted with rifled cannon.

Four of their shots passed over us, one of them coming within 50 feet of the bow.

Not feeling ourselves strong enough to contend with their rifled cannon, we rounded to and returned to Cairo.

When near the foot of Lucas Bend, the *Lexington* and ourselves fired several shells into Camp Belmont, from which they returned fires from their batteries, and on our return, just below Norfolk, we brought away two flatboats, which we deliver subject to your order.

Very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Brigadier-General U. S. GRANT,
Commanding Southeastern Missouri District, Cairo.

Report of Captain Foote, U. S. Navy, of his intended departure for Cairo, Ill., for a short time.

ST LOUIS, October 7, 1861.

SIR: For the information of General Frémont, commanding the Western Department of the Army, I inform you that I purpose going to Cairo this day to attend to matters there requiring my personal attention. I shall probably return on Wednesday evening.

I am informed by our ordnance officers that our guns sent specially for the flotilla are being removed from the arsenal to the batteries. I presume that this is a mistake, and request that you may give such

orders as will prevent their being used for any purpose except that for which they were designed.

Very respectfully, your obedient servant,

ANDREW H. FOOTE,
Commanding Naval Forces, Western Waters.

Assistant Adjutant-General CHAUNCEY MCKEEVER,
Headquarters U. S. Army, Western Department.

Report of Lieutenant Phelps, U. S. Navy, regarding the enlistment of men along the Ohio River.

U. S. GUNBOAT CONESTOGA,
Evansville, October 9, 1861.

SIR: I could enlist about 100 men along the river in this section, and those generally of a good class. We can not accommodate more than I have on board; there is more than a complement already, and the ship is not provided with anything to serve them.

Can I enlist men and make arrangements for their board till the number is great enough to send them on to the receiving ship at St. Louis or to the gunboats at Cairo?

I might take them on board here; when the number becomes large, run down to Paducah, and there transfer them to the Government steamer for Cairo.

I have told numbers of applicants that I should correspond with you about this matter and would probably be able to answer them in four or five days.

The Cumberland and Tennessee rivers still remain too low for us to ascend them.

We returned from Hawesville and Owensboro last evening. There are reports of trouble still higher up, but not reliable ones.

Respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
*Commanding U. S. Naval Forces,
Western Waters, St. Louis, Mo.*

Report of Captain Foote, U. S. Navy, of intended departure for Jefferson City, Mo., for a conference with the commanding general.

ST. LOUIS, MO., October 9, 1861.

SIR: On my return from Cairo this evening I found a telegram from General Frémont, requiring me to join him to-morrow at Jefferson City or beyond that place. This I regret, as my time is so important. I accordingly leave early to-morrow morning to confer with the general commanding the Western division of the Army. I am overpressed with work.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Captain, etc.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I learn with great regret that Commander Hazard, now in Cincinnati shipping men, is detached. Commander Winslow will relieve him there. If more good officers are detached, I fear that, with the press of work, I can not meet the expectations of the Government.
A. H. F.

Letter from Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, requesting the services of a gunboat.

HEADQUARTERS DISTRICT SOUTHEASTERN MISSOURI,
Cairo, October 9, 1861.

CAPTAIN: I would be pleased to have the services of your gunboat to-morrow. Can you come down to-night?

Respectfully, yours,

U. S. GRANT,
Brigadier-General, Commanding.

Captain WALKE, U. S. Navy,
Commanding Gunboat A. O. Tyler, Mound City, Ill.

Report of Commander Kilty, U. S. Navy, announcing the expiration of the contract for the building of gunboats.

ST. LOUIS, October 10, 1861.

SIR: I have been instructed by Captain Foote, who has gone to Jefferson City, to inform the Department that the time within which the seven gunboats were by contract to have been finished expires to-day and that the boats are not yet completed.

I am, very respectfully, your obedient servant,

A. H. KILTY,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from Major-General Frémont, commanding, to Captain Foote, U. S. Navy, to assume exclusive control of fleet of transport steamers.

HEADQUARTERS WESTERN DEPARTMENT,
Camp Asboth, near Tipton, Mo., October 11, 1861.

SIR: Major-General Frémont directs that the fleet of transport steamers shall be under your exclusive control and direction, whenever you shall desire to assume command thereof. No obstacle of any kind is to prevent your moving with part or the whole of your fleet, whenever in your discretion it may be necessary.

Instructions will be given to Major Allen, quartermaster, U. S. Army, at St. Louis, to meet promptly your requisitions, and Mr. Gates will be ordered to report to you for duty. Captain Callender, ordnance corps, will be ordered to fill your requisitions, and Captain McKeever, assistant adjutant-general, will also be directed to see that

all your wants are met. Captain McKeever will discharge suitable men in the ranks wishing to enlist in the Navy.

Respectfully,

J. H. EATON,

Acting Assistant Adjutant-General.

• Captain A. H. FOOTE.

Order from Major-Genreal Frémont, commanding, to Captain Foote, U. S. Navy, to assume command of the entire floating expedition down the Mississippi River.

HEADQUARTERS WESTERN DEPARTMENT,
Camp near Tipton, October 11, 1861.

SIR: You will officer, man, and equip, with all possible dispatch, not only the twelve gunboats proper, designed for the Mississippi Flotilla, but in addition to them you will take charge of and prepare for immediate active service, likewise, the mortar boats, propellers, transports, etc., belonging to the entire floated expedition down the Mississippi River; and you will also consider yourself in charge of, and commanding, this expedition.

J. C. FRÉMONT,

Major-General, Commanding.

Captain A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, West Department, St. Louis.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, regarding convoy duty performed by that vessel and the U. S. S. Lexington.

U. S. GUNBOAT TYLER,
Mound City, October 12, 1861.

SIR: I have the honor to report that on yesterday morning, at the request of General Grant, I proceeded down the Mississippi as far as Hunter's farm with the gunboats *Tyler* and *Lexington*, under Commander Stembel, as convoy to the *Aleck Scott*, with a regiment under Colonel Lawler on board, and a flatboat in tow. Colonel Lawler took a quantity of cord wood in charge, after which we all returned to Cairo.

The rebel stern-wheel steamer remained in sight at the foot of Lucas Bend out of gunshot a good part of the time, but we made no demonstration and expended no ammunition.

On my return I made a verbal report to General Grant, and repaired immediately to this city.

Very respectfully, etc.,

H. WALKE,

Commander, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Waters.

Order of Commander Kilty, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding the shipping of men on the Ohio River.

ST. LOUIS, *October 12, 1861.*

SIR: I have received your letter of the 9th instant, about shipping men for gunboat service; also your requisitions for clothing.

As regards the shipping of men, you are authorized to ship as many as you can accommodate on board your vessel, or as many as you can send to Cairo or St. Louis. The Government will pay for their transportation. The men should be sent in charge of some responsible person, and on their arrival be immediately transferred to the squadron at Cairo or to the receiving ship *Nebraska*, here.

Your requisition for clothing will be attended to in due time.

I have also received an application from your pilot, Mr. A. M. Jordan, asking for leave of absence; this matter will be referred to Captain Foote on his arrival.

Very respectfully, etc.,

A. H. KILTY,
Commanding Officer pro tem.

Lieutenant S. L. PHELPS,
Commanding U. S. Gunboat Conestoga, Evansville, [Ind.].

Report of Commander Winslow, U. S. Navy, regarding the charter of the steamer Emerald.

CINCINNATI, *October 14, 1861.*

SIR: I enclose herewith contract agreed upon for charter of the steamboat *Emerald*. Captain Williamson will offer for freight up to the 19th and sail for St. Louis, to be ready to hand over the steamboat on the 25th instant.

I consider the charter to be very favorable to the Government. The boat is well equipped for a winter service, and will berth, by using the hold, some five or six hundred men.

I can not report any success in shipping. We have as yet shipped but one man, and the result proves that the many stories circulated of the number of men who could be obtained have come from interested parties, who now qualify their representations by stating if they could obtain an officer's situation they would bring men, etc. I have no hopes that the future in this respect will be more propitious than the past. Under these circumstances I beg leave to ask your instructions for my guidance.

Respectfully, etc.,

J. A. WINSLOW,
Commander.

Captain A. H. FOOTE.

Order of Captain Foote, U. S. Navy, to Commander Winslow, U. S. Navy, to close the rendezvous at Cincinnati.

ST. LOUIS, *October 15, 1861.*

SIR: I have your letter of the 14th instant, in relation to the contract of the boat, which is to be delivered to us by the 25th instant, which is approved; also stating the ill success in shipping men.

You may close the rendezvous for shipping men, so as to return for duty here by the time the newly chartered steamer leaves for this place.

Very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander J. A. WINSLOW, U. S. Navy,
Cincinnati, Ohio.

Letter from Captain Foote, U. S. Navy, to Quartermaster-General Meigs, U. S. Army, requesting instructions in view of expiration of contract time for construction of vessels.

ST. LOUIS, *October 15, 1861.*

SIR: On the 10th instant the time specified in the contract for the completion of the seven new gunboats expired, and the boats were not ready for delivery. I ask for further instructions in relation to receiving these boats. I was absent from the city, in camp with General Frémont at Tipton on the 10th instant by his order, else I should have reported this matter when the time specified for the delivery of the gunboats had expired.

I have the honor to be, your obedient servant,

ANDREW H. FOOTE,
Captain, U. S. Navy, etc.

Quartermaster-General MEIGS,
Washington, D. C.

Letter from Captain Foote, U. S. Navy, to Major-General Frémont, U. S. Army, requesting tenders for the gunboats.

ST. LOUIS, *October 16, 1861.*

SIR: When the gunboats now on the stocks are completed, there will be twelve in number. It will be a great accommodation and render the boats more effective if we can have one small propeller as a tender for three of the gunboats. Therefore I respectfully request that we may be provided with four of these propellers as tenders to the twelve gunboats.

I am, very respectfully, your obedient servant,

ANDREW H. FOOTE,
Captain, U. S. Navy, etc.

Major-General FRÉMONT,
Commanding Army of the West.

Letter from Captain Foote, U. S. Navy, to Captain Callender, U. S. Army, introducing the ordnance officer of the flotilla.

ST. LOUIS, *October 16, 1861.*

SIR: Lieutenant Sanford, ordnance officer of the flotilla, to whom I wish to introduce you, will, by direction of General Frémont, through me, have to consult with you occasionally in reference to the ordnance equipment of the flotilla. This flotilla belongs to the Army and will have to look to the Army for its stores, etc., and you will much oblige me by aiding the views of General Frémont as far as it lies in your power. General Frémont has given me written authority to call on officers here and at Cairo for such things as I deem necessary, and has informed me that he will give directions to officers of different departments to that effect.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Captain CALLENDER, U. S. Army,
St. Louis Arsenal.

[Telegram.]

ST. LOUIS, *October 16, 1861.*

Say to General Grant that the *Montgomery* will not answer for our stores, and that I hope that he will let us have the wharf boat *Graham*, as the commissary can be accommodated on shore better than we can be. Have the articles and stores contracted for well examined, and send me a list of things received.

A. H. FOOTE.

Commander ROGER PERRY,
Cairo, Ill.

Letter from Captain Foote, U. S. Navy, to Major-General Frémont, U. S. Army, regarding the manning of the mortar boats.

ST. LOUIS, *October 16, 1861.*

GENERAL: I find that nothing has been done of late toward preparing the mortar boats, but we have written to Pittsburg to go on with them as fast as possible, and intend to have them ready as soon as the boats are prepared for them. I am making arrangements to clothe and provision the men which these mortar boats will require, and for this purpose it will be necessary to call upon the Army for men, and also for some experienced officers, as we have barely officers sufficient to command our gunboats proper.

I propose that the men attached to the mortar boats and vessels towing them shall be served rations and clothing under the Army Regulations, while we in the gunboats keep our accounts, rations, clothing, etc., according to navy forms; otherwise the two branches

will clash, and, in fact, now there is no time nor means to have the mortar service organized on the plan of the gunboats.

Very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Major-General FRÉMONT,
Commanding Army of the West.

[Telegram.]

CAIRO, October 17, 1861.

General Grant states that he has all available storage and store occupied. [To] give us the wharf boat would oblige him to place all commissary stores on the wharf, unprotected from the weather. Are the ten rifled cannon intended for us?

ROGER PERRY,
Commander, U. S. Navy.

Commodore A. H. FOOTE,
Planter's House.

Letter from Captain Foote, U. S. Navy, to Commander Perry, U. S. Navy, regarding the need of the wharf boat for prompt equipment of vessels at Cairo.

ST. LOUIS, October 18, 1861.

SIR: I have received your telegram of yesterday, stating that General Grant says that all available storage on shore is occupied, and that if he should give us the wharf boat the commissary stores must be turned out on the wharf unprotected.

In reply I have to inform you that I have written to General Frémont, and referred the matter to his decision. We must have our stores afloat, and the steamer *Montgomery*, chartered by General Grant, is considered unsafe as a depot for that purpose.

We ought to have every facility rendered us to equip with dispatch our boats at Cairo, which can not be done unless we have the *Graham*, wharf boat, as originally intended. I make the statement, that you may show it to General Grant, and thus relieve myself from the responsibility of any detention in fitting out the gunboats at Cairo, so far as it may occur in consequence of being deprived of the boat originally intended for that purpose.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander R. PERRY, U. S. Navy,
Cairo, Ill.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding service performed by that vessel in Tennessee and Cumberland rivers.

U. S. GUNBOAT CONESTOGA,
Paducah, October 18, 1861.

SIR: I deem it proper to make a report to you of the service in which this vessel has been engaged since its return from Cairo, on the 2d instant, to resume duty at Paducah and on the rivers above.

On the 3d I went up the Tennessee, by General Smith's request, as far as the stage of water would permit, and on the 4th proceeded up the Ohio, and was employed between Henderson and Hawesville till the 11th, when I returned to this place. On the following day we ascended the Tennessee River to near Fort Henry, where we lay overnight. The next morning I examined the fort carefully at a distance of from 2 to 2½ miles, the rebels not opening fire upon us. One mile below a small body of men had fired at the vessel with small arms, but a shot put an end to further demonstrations of the kind.

The fortification is quite an extensive work and armed with heavy guns, mounted en barbette, and garrisoned by a considerable force. It is situated about 1½ miles above the head of Panther Creek Island and where the Tennessee State line leaves the right bank and crosses the river. There is no channel upon one side of the island (western), and a narrow and somewhat crooked one upon the other, which continues so till within a mile of the fort, where the water becomes of a good depth from bank to bank, some 600 yards.

It is credibly reported that the rebels, at a point 5 miles above the fort, are converting three steamers into gunboats and are plating them with iron. There are extensive ironworks on the river. They have one of the finest and fastest steamers in the West—the *Eastman*. If desirable, it will be an easy matter to render their boats almost useless by obstructing the river channel in a narrow spot a few miles above this city. General Smith has spoken of doing this.

On the 14th instant I entered the Cumberland and ascended it 60 miles, where the water became shoal, and then dropped down to anchor overnight at Eddyville, a strong secession town and a neighborhood where Union men have been driven from their homes. It was reported the rebels were building a battery below the town. I found it necessary to use strong language to the citizens in regard to the persecution of Union people. The more active secessionists fled.

I returned here on the night of 15th and on the 16th took General Smith up the Tennessee some miles.

I yesterday again ascended that river to Aurora, where the State road from Columbus east, passing through Hopkinsville, etc., crosses the river, and seized the steam ferryboat *Henry*, bringing it to this post. It is evident that each time this boat is shown along these rivers there is an increased confidence and sense of security on the part of Union people.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Commander A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Rivers.

Report of Brigadier-General Smith, U. S. Army, giving information regarding Fort Henry, obtained from a reconnoissance by Lieutenant Phelps, commanding U. S. S. Conestoga.

PADUCAH, KY., October 16, 1861.

SIR: A few days since the gunboat *Conestoga* (Captain Phelps), went up the Tennessee to Fort Henry. He describes it as a respectable earthwork, mounting heavy guns, with outworks, and a garrison of probably 1,700 to 1,800.

Since then I have learned from three different sources that the number of guns is 20 and the garrison 2,000; that they are constructing three gunboats, iron plated, to mount heavy ordnance, and expect to attack this place, aided by a land force from different directions. The old scheme.

I went up the Tennessee this morning in the *Conestoga* to the Chain of Rocks. I can render the gunboats useless to the enemy hereafter, if need be, by sinking at this place two or three coal barges filled with stone.

To-morrow the gunboat will go up again to secure a ferryboat about 40 miles up the Tennessee, used by the enemy from time to time.

Very respectfully, your obedient servant,

C. F. SMITH,

Brigadier-General, Commanding.

ASSISTANT ADJUTANT-GENERAL,

Headquarters Department of the West, St. Louis, Mo.

Order of Commander Porter, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Tyler, to proceed to New Caledonia on towing duty.

U. S. GUNBOAT TYLER,

Off Cairo, Ill., October 18, 1861.

SIR: You will proceed up the Ohio as far as New Caledonia and there take possession of the hull of a new steamer. Tow her to Cairo and deliver her over to General Grant, commanding Division Southeast Missouri.

Very respectfully, your obedient servant,

WM. D. PORTER,

Commander, U. S. Navy.

Commander HENRY WALKE,

Commanding Gunboat Tyler.

Reports of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, of reconnoissance in the Mississippi River, October 18, 1861.

U. S. GUNBOAT TYLER,

Off Cairo, October 19, 1861.

SIR: Yesterday morning, at the request of General Grant, I made a reconnoissance down the Mississippi as far as Beckwith's farm, fired one shell over the point opposite the Iron Bank; rounded to,

fired one shell each in Beckwith's and Hunter's cornfields, and returned.

The general was apprehensive that the vessels were moving up the river, but I saw no indications of a change of position since my last reconnoissance. Commander Porter accompanied me, and on my return to Cairo gave me a written order to proceed to New Caledonia, up the Ohio, and take the hull of a new steamer being built there and bring her to Cairo. I did so, but she was in a sinking condition by the time I landed her at the wharf boat, her hull not being sufficiently calked to prevent her taking in water. I turned her over to General Grant. We reached Cairo about 7.30 o'clock.

I would like to enlarge the two bow ports to give our guns a wider range. As they are at present, it would be impossible to fire directly ahead.

I saw General Grant this morning, and he expressed himself well pleased with our reconnoissance yesterday.

I am, very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Captain A. H. FOOTE,
Commanding Naval Forces, Western Waters, St. Louis.

U. S. GUNBOAT TYLER,
Cairo, Ill., October 18, 1861.

GENERAL: Agreeable to your verbal instructions of this morning, I proceeded down the Mississippi to reconnoiter.

When near the Iron Bank, I threw a shell over the opposite point, rounded to, threw one shell each in Beckwith's and Hunter's cornfields; could not discover any indications of the presence of the rebels or change of position on their part since our last reconnoissance.

Very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

General GRANT,
Commanding Division Southeast Missouri, Cairo.

Report of Captain Foote, U. S. Navy, regarding the transfer by Major-General Frémont, U. S. Army, of the entire floating force to his command.

ST. LOUIS, October 19, 1861.

DEAR SIR: About a week since General Frémont turned over to me 38 mortar boats, or scows for mortars, also the transport steamers and pretty much all floated vessels, directly, or collaterally, to be connected with the river expedition, all in a bad state.

These mortar boats will require 1,000 men. I am now turning my attention to them, assisted by Commander Pennock, who is highly efficient and an officer quite essential to me. It at once occurred to me to keep this force as distinct as possible from the gunboats, to retain and clothe them per Army Regulations. I thus applied for a

quartermaster for this branch of my command, which has been granted me; we are at work in this new field.

I am informed that Captain Howard, of the Revenue Service, has two or three hundred men ready to come out here. I would suggest that he be ordered to bring them out here and to go on board these mortar boats, probably in charge under my control, when the expedition is ready. We will get, if possible, some army officers to go with the men, of whom many or most will come from the Army (soldiers), as we are and will be wanting more men than we have for our gunboats proper.

I intended to have written you a long letter, but a headache prevents it. We are progressing systematically, but our difficulties are legion, though I hope not insuperable.

We have now only 100 men shipped for the gunboats. The enclosed letter from Commander Winslow shows the difficulties of obtaining men in Cincinnati. I have therefore ordered him to close the rendezvous there and proceed to Cleveland for recruiting.

I shall probably spend part of the next week in Cairo, for the inspection of matters there, and perhaps take a little cruise in the gunboats.

Very respectfully and truly, yours,

A. H. FOOTE.

G. V. Fox, Esq.,

Assistant Secretary of the Navy, Washington, D. C.

Order of Captain Foote, U. S. Navy, to Commander Pennock, U. S. Navy, to assume command as fleet captain during the absence of the former.

ST. LOUIS, *October 20, 1861.*

SIR: As I am, so much of my time, occupied absent from this place, where the work is pressing, I appoint you as acting fleet captain temporarily, to perform such duties as require immediate attention.

Very respectfully, your obedient servant,

A. H. FOOTE,

Captain, U. S. Navy, etc.

Commander A. M. PENNOCK, U. S. Navy,

St. Louis, Mo.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding the seizure in the Cumberland River of two flats loaded with flour.

U. S. GUNBOAT CONESTOGA,

Paducah, Ky., October 20, 1861.

SIR: Last evening I proceeded up the Cumberland River and, meeting a rise above Eddyville, was enabled to pass the shoals (where I have heretofore been forced to turn back) and reached the State line of Tennessee. Nine miles below this line, at about 1 o'clock a. m., I found two flats loaded with flour, which were from Canton, and

undoubtedly being hauled up for a Tennessee market, if not for transportation to supply rebel troops at Bowling Green. When I reached them the boats were abandoned.

I seized them and have brought them to this place. General Smith has sent them to General Grant, at Cairo, to be delivered to the U. S. civil authorities, and directed me to make a report of the circumstances of the seizure to General Grant, which I have done.

It is currently reported and believed that the Tennessee authorities have prepared barges loaded with stone to sink in the river at the head of Line Island, where the channel is narrow, and have three guns from Fort Donelson near Dover, ready to plant above it to defend the obstruction. I think the report is to be credited.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Commander A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Rivers.

Report of Captain Foote, U. S. Navy, regarding measures to defeat the construction of Confederate ironclads in the Tennessee River.

ST. LOUIS, MO., *October 21, 1861.*

SIR: From information received from Lieutenant Commanding Phelps, of the gunboat *Conestoga*, at Paducah, Ky., I have reason to believe that there are three ironclad gunboats being built on the Tennessee River.

I shall, therefore, proceed to Paducah this day and confer with General Smith, commanding that division of the Army, and there take such measures as may be deemed most advisable to counteract the designs of the rebels.

I shall also spend a day or two in Cairo, Ill., in inspecting stores, and making the necessary arrangements for equipping the new gunboats soon to be sent to Cairo, four of which are now building here and the remaining three at Mound City on the Ohio River. I propose returning to this place at the close of the month or before, where my presence is essential to preparing outfits and stores for the gun and mortar boats.

I have the honor to be, very respectfully, your obedient servant,

ANDREW H. FOOTE,

Captain, U. S. Navy, etc.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Request of Brigadier-General Grant, U. S. Army, for convoy for steamer Belle Memphis.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, October 22, 1861.

CAPTAIN: The steamer *Belle Memphis* will start soon for below. Will you please, when you see her start, convoy her?

Yours, etc.,
[Captain WALKER.]

U. S. GRANT,
Brigadier-General, Commanding.

Report of Captain Foote, U. S. Navy, regarding affairs on the Ohio River.

PADUCAH, KY., October 23, 1861.

SIR: As intimated in my letter to the Department of the 21st instant, I left St. Louis that day for Cairo, and from thence yesterday proceeded to Mound City, there communicated with the gunboat *New Era*, Commander Porter, and arrived at this place in the evening.

Matters are comparatively quiet here. The *Lexington*, gunboat, Commander Stembel, now here, will to-night run up the Tennessee River for the purpose of bringing to this place one or two companies of loyal Kentucky troops (mostly without arms) and will remain here until I can send up the *New Era* to take her place, which vessel will blockade the Tennessee River, prepared to encounter the two or three rebel gunboats said to be ready or quite completed, referred to in my letter of the 21st instant. This river, in view of the rebel gunboats, is now probably the most valuable point near Paducah.

I am on good terms with the army officers, but they give us less accommodation for storage than we require, which, however, I shall be able to correct in my next interview with General Grant, commanding at Cairo, for which place I leave this day.

As my services will for the next two weeks, and perhaps even longer, be especially required in St. Louis, where four of the gunboats and thirty-eight mortar boats are building, besides the preparation of ordnance and other stores, I shall proceed to that place, occasionally coming down to the gunboats, as required, as soon as I can make satisfactory arrangements with the army for the reception of ordnance stores and equipments at Cairo, at which point all are centering as the place where the naval forces must rendezvous previously to going down the river.

I find many serious obstacles in the progress of our work, to say nothing of the past want of credit and money; but I am untiring in my exertions to overcome them and strongly hope that early in December we shall have as an efficient flotilla as could have been improvised with such a mixed battery of gunboats, constructed in a section of country where the people are so unfamiliar with naval wants.

The gunboat *Conestoga* is now still farther up the Ohio River; the *Tyler* is stationed at Cairo; the *New Era* repairing at Mound City;

and the *Lexington*, Commander Stembel, as already stated, will proceed up the Tennessee River this evening, and after which will return to Cairo on the arrival of the *New Era*, which vessel will remain here for the purpose of watching the rebel gunboats and affording such other protection as the interests of the Government require.

I have the honor to be, sir, very respectfully, your obedient servant,
A. H. FOOTE,
Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. New Era, to proceed to Paducah, Ky., for the purpose of blockading the Tennessee River.

CAIRO, ILL., October 23, 1861.

SIR: You will proceed to Paducah with the gunboat *New Era* and report to General Smith, commanding that division of the Army, with whom you will confer about blockading the Tennessee River, with the view of preventing the egress of gunboats reported to be preparing up that river. General Smith will assign such service to the *Conestoga* upon her return from up the Ohio River as he may deem best. I have requested him to order her to guard the new gunboats at Mound City unless difficulties up the Ohio River require her presence there. I have directed Commander Stembel to proceed to Cairo on your relieving him at Paducah, and there to assist in receiving and storing the ordnance equipments and stores for the new gunboats.

Very respectfully, your obedient servant,
A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander W. D. PORTER, U. S. Navy,
Commanding Gunboat New Era, Mound City, Ill.

P. S.—I hope you will be able to reach Paducah soon, where you will have a good chance to try your guns, in case the rebel steamers show themselves.

A. H. F.

Order of Captain Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. New Era, to proceed to Paducah as ordered by the commanding general.

CAIRO, October 23, 1861.

MY DEAR CAPTAIN: I have your note.* If we had control of matters here I would like to act toward the enemy, but we are only a force under orders from the commanding army officer of the West, and we can not move except under instructions from that source. I am therefore under the necessity of saying that you will have to proceed to-day to Paducah and report to General Smith, agreeably to

* Not found.

the orders I gave you yesterday. General Frémont has specially directed your vessel to go to Paducah, and General Smith has been expecting her there.

You have satisfactory reasons for not yet having reached there, according to General Frémont's orders, to which I believe I referred in my order to you, given at St. Louis. Thus, you see, as much as I might like your proposition, I can not for a moment feel authorized to divert your vessel from the place to which she has been ordered.

I would gladly myself take the three gunboats and go down to Columbus with a military force had I the authority to do it, but as it is, we must wait the action of the military.

In haste, very truly, yours,

A. H. FOOTE,
Captain, etc.

Commander W. D. PORTER.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding ineffectual expedition below Shawneetown, Ill., and proposed descent upon Confederate force near Eddyville, Ky.

U. S. GUNBOAT CONESTOGA,
Paducah, October 25, 1861.

SIR: In obedience to your order by telegraph to Evansville of the 23d instant, I arrived here at daylight this morning. I did not receive the dispatch till noon yesterday, having gone down below Shawneetown, in hopes of taking prisoners some seventy K. G. C.'s, about leaving Illinois to join the rebels in Kentucky. The person who had gone out to ascertain exactly the movements of these people, and who had joined their order for this purpose, failed to return, and I, therefore, could effect nothing.

General Smith has detailed 300 men, infantry, whom I am to take up the Cumberland to-night to make a descent upon a body of rebel cavalry near Eddyville, Ky.

I wrote you some time since about clothing, hammocks, bags, etc., and beg leave to ask your attention to these matters. Many of the men suffer from want of proper clothing, and shoes especially, the weather having become quite cold along these streams.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers.

[Telegram.]

ST. LOUIS, *October 26, 1861.*

Mr. Eads, the contractor, informs me that he shall stop his work to-night on the gunboats for want of funds. What shall I do in the premises?

A. H. FOOTE,
Captain, U. S. Navy.

General MEIGS, *Washington, D. C.*

Expedition to Eddyville, Ky., October 26-28, 1861.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. *Conestoga*.

U. S. GUNBOAT *CONESTOGA*,
Paducah, Ky., October 28, 1861.

SIR: On the afternoon of the 26th instant, by order of General Smith, I left this place in company with the steamer *Lake Erie, No. 2*, on board of which were three companies of the Ninth Illinois Regiment, under command of Major Phillips, and proceeded up the Cumberland River upon an expedition to surprise a rebel camp near Eddyville, Ky., and have the honor to make known to you that the result was in the main successful.

I proceeded, with Major [J. J.] Phillips on board, in advance to Smithland to procure guides and pilots, expecting that the transport would not approach the wharf boat, but the captain ran her to it, which rendered a change of plans necessary and caused the force to reach the rebel camp at a later hour than was designed. The distance from Smithland to Eddyville by land is not half that by water, and the rebels have a complete system of runners established in that section of country. The transport was therefore sent up the Ohio a few miles and the *Conestoga* followed an hour later with two heavy barges in tow. These were cast off on reaching the transport, which was then taken in tow with all lights out, fires screened and engines stopped, by which precautions we succeeded in dropping down to Smithland and passing into the Cumberland without it being, in the darkness of the night, suspected that we had the steamer in tow. The two boats, after passing up to a safe distance, made all speed up the narrow and crooked stream, but did not reach and disembark the troops at the point selected, 2 miles below Eddyville, till 3:30 o'clock a. m. I then had the transport moved to near the town and concealed behind a wooded point, while this boat was quietly anchored off the main street, as had been done several times before in the past few weeks.

As soon as I felt satisfied that Major Phillips had had time to reach the rebel camp, a march of 7 miles over an exceedingly rough country and in lanes and footpaths, and that information of the force was reaching the citizens, I threw a force on shore and surrounded the town with picket guards to prevent the escape of rebel citizens or the entrance and concealment of refugees from the rebel camp.

About 10 o'clock a. m. Major Phillips reached town with a number of prisoners, horses, wagons, arms, etc. He had got to within 400 yards of the enemy, after daylight, before being discovered, when the rebels formed in line. Our troops were moved at a double quick to within 100 yards when they delivered their fire and charged bayonets upon the rebels, who broke and fled in every direction, leaving 7 killed on the field. Two of our soldiers were severely wounded and one or two slightly so, among these a captain of a company.

I seized a flatboat belonging to a noted secessionist of Eddyville, and it was freighted with the prisoners and plunder and towed to this place. The horses and mules were first placed on the wharf boat at the town, also secession property, but it was found to be leaky and

rotten for towing, when the animals were put on board the transport and 100 of the troops transferred to the *Conestoga*. There were taken in the rebel camp and brought to this place, which we returned to last evening, 24 prisoners, 7 negroes, 34 horses, 11 mules, 2 transport wagons, a large number of saddles, muskets, rifles, shotguns, sabers, knives, etc. A number of valuable horses were unavoidably killed in the skirmish at the camp.

Eddyville is 62 miles from Paducah, and the camp was 4 miles back of the town at a place known as Saratoga Springs, and we were absent from Paducah twenty-nine hours.

Major Phillips and the volunteers deserve the greatest credit for this successful daylight surprise.

I am, respectfully, your obedient servant.

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers.

Report of Brigadier-General Smith, U. S. Army, commanding at Paducah, Ky.

HEADQUARTERS U. S. FORCES,
Paducah, Ky., October 31, 1861.

SIR: Learning that a body of rebel cavalry were stationed at Saratoga, a small village about 4 miles from Eddyville, on the Cumberland River, and were harassing the loyal inhabitants, I detached on the steamer *Lake Erie* three companies of the Ninth Illinois Regiment (some 300 men), under command of Major Phillips, of the same regiment, to capture or destroy them. The U. S. gunboat *Conestoga*, Lieutenant S. L. Phelps, commanding, accompanied the detachment and rendered efficient assistance. The party landed a few miles below Eddyville, and after a toilsome march of some 12 miles, the ground being broken and rugged, made a partial surprise of the enemy, about 160 in number, who were in line and dismounted. Major Phillips advanced upon them at a double-quick step, and after firing a volley charged with the bayonet, when the enemy broke and fled. The result was the killing of some 7 of the rebels, including their captain [M. D.] (Wilcox), and wounding others as they made off, besides killing a number of valuable horses. Three of our party were severely though not dangerously wounded.

Major Phillips reports the capture of twenty odd prisoners, 30 horses, 8 mules, 2 wagons, with harness, bridles, etc., 30 muskets, several rifles and shotguns.

The expedition seems to have been conducted with good judgment, spirit, and energy, and will no doubt have a good effect on the other side of the Cumberland.

I enclose copies of the reports of Major Phillips and Lieutenant Phelps, commanding the *Conestoga*.

Very respectfully, your obedient servant,

C. F. SMITH,

Brigadier-General, Commanding.

The ASSISTANT ADJUTANT-GENERAL,

Headquarters Western Department, St. Louis, Mo.

Report of Major Phillips, Ninth Illinois Infantry.

HEADQUARTERS NINTH REGIMENT ILL. VOLS.,
Paducah, Ky., October 27, 1861.

SIR: I have to report that, in obedience to Special Orders, No. —, viz:

SPECIAL ORDERS, }
No. —.

HEADQUARTERS FIRST BRIGADE U. S. FORCES,
Paducah, Ky., October 25, 1861.

In obedience to Special Orders, No. 71, from headquarters, three full companies of the Ninth Regiment Illinois Volunteers, under command of Major Phillips, of the Ninth Regiment Illinois Volunteers, with rations for two days, will parade at General Smith's headquarters fifteen minutes before 4 o'clock p. m., for detached service. The commanding officer will report in person to the commanding general for orders.

By order of Brigadier-General E. A. Paine:

EMIL ADAM,
Acting Assistant Adjutant-General.

I left the headquarters of the Ninth Regiment Illinois Volunteers with three full companies of the Ninth Regiment, viz, Company B, Captain Kueffner; Company H, Captain Armstrong; Company I, Captain Robinson. Details were made from other companies in this regiment to supply the place of those on duty from said companies, to give each company the full complement of men, and were paraded at the hour specified in the order in front of the headquarters of Brigadier-General Smith, from whence, in obedience to his order, we marched aboard of the steamer *Lake Erie*, and left the wharf at Paducah at 4:30 o'clock p. m. on the 25th instant, followed by the gunboat *Conestoga*, Captain Phelps, commanding, to Smithland.

At Smithland the gunboat was sent in advance of the steamer *Lake Erie* up the Cumberland River to New Forge Landing, about 45 miles from the mouth of the Cumberland River, where we arrived about 3 a. m. of the 26th instant. The landing was effected with dispatch, Company B in advance, followed by Company H, Company I bringing up the rear. Great precaution was taken to prevent the knowledge of the landing of troops being carried in advance of their march, and by taking an unfrequented road, we marched about 3 miles to a point almost due west from Eddyville, 3 miles distant. We then marched up the bed of a dry branch about 5 miles to the north, where we left the branch, and marched about 5 miles to the Princeton and Eddyville road, intersecting it at a point about 600 yards north of the village of Saratoga, at which place we expected to find an encampment of rebel cavalry, under Captain Wilcox. Our skirmishers succeeded in surrounding and capturing the rebel pickets without firing a gun, and the advance of our troops was unsuspected by the rebels until we wheeled in column in platoon in the lane in full view, 600 yards distant from their camp, at about 7 o'clock a. m. They, to the number of about 160 men, dismounted, immediately formed in line, awaiting our attack until we advanced within 200 yards of their line. We, when first coming in sight, having charged on them at the double-quick, they commenced an irregular fire when we were at the distance of 300 yards, but at our approach broke for their horses, though many took shelter behind fences, trees, or houses. We charged to within 50 yards, halted, delivered a volley, and then charged bayonet, driving them from the houses and from their place of cover, and

they then fled in every direction—some on foot, others on horseback. An occasional firing was kept up for half an hour or more. Six of their men were left dead and one mortally wounded. Several others were seen to ride off clinging to their horses, and were wounded.

We took as prisoners Lieutenant J. F. Gibson, A. N. Bosarth, Eli Drennan, D. W. Gore, W. W. Hampton, Morton Rucker, Samuel Pearce, Joseph Parsons, George M. Coffey, James H. Roberts, Washington Rucker, Leroy Watson, R. F. Frezell, Robert L. Beck, George E. Crumbough, Joseph I. Hall, James S. Scott, E. Yion, James Glass, Andrew Duncan, and William Jenkins. We also captured at the camp of the rebels about 30 horses, 10 mules, about 40 saddles, about 30 bridles, 8 mule harness, 2 wagons, about 30 muskets, several rifles, and several shotguns. We also took as prisoners near the place of action James Stom, James N. Glasgow, and G. W. Hyatt, who live near our line of march, to prevent their giving information and because of their avowal of sympathy with the rebels. C. F. Jenkins, a notorious secessionist, was arrested near, and he had a son in the encampment. We also found with them several negroes, viz, Charlie, Onell, Willis, Melton, Ben, Jo, and Watson, all of whom and which we now have here.

Our wounded were Captain Kueffner, of Company B, slightly wounded with a buckshot; Corporal Gribbling, of Company B, severely with a buckshot, and Private Gatewood, of Company K, who was serving in Company H, severely wounded with a rifle ball. Among the killed of the rebels was Captain Wilcox, who commanded the company.

Too much praise can not be given the men for the spirit and energy with which they made the difficult and laborious march, as well as their coolness and bravery during the fight, and where praise is alike due to all, it is difficult to discriminate. The commanding officer of the detachment is under great obligations to Captain Phelps, of the gunboat *Conestoga*, for his assistance in facilitating the landing of the troops and captured property and prisoners.

We arrived from Eddyville on the steamer *Lake Erie* and gunboat *Conestoga*, with prisoners and captured property, at Paducah at 8 o'clock p. m. of the 26th instant.

I am, sir, very respectfully, your obedient servant,

JESSE J. PHILLIPS,
Major, Ninth Illinois Volunteers.

Lieutenant-Colonel [AUGUST] MERSY,
Commanding Ninth Illinois Volunteers.

Report of Captain Foote, U. S. Navy, commending the conduct of Lieutenant Phelps, U. S. Navy, and Major Phillips, U. S. Army, of the expedition.

ST. LOUIS, October 30, 1861.

SIR: The *Conestoga*, Lieutenant Commanding Phelps, has again been up the Tennessee [Cumberland] River as far as Eddyville, 62 miles distant from Paducah, with three companies of the Illinois regiment, under command of Major Phillips, and conjointly they have had a handsome and successful skirmish, in which the rebels broke and fled in every direction, leaving 7 dead on the field. Our casual-

ties consisted of 2 soldiers severely wounded and a few slightly so, among them a captain of a company.

Twenty-four prisoners were taken from the enemy, also 7 negroes, 31 horses, 11 mules, 2 transportation wagons, a large number of saddles, muskets, rifles, shotguns, sabers, knives, etc.

Lieutenant Commanding Phelps and the officers and crew of the *Conestoga*, as well as Major Phillips and his men, are deserving of the highest credit for their bearing in this expedition.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Captain, U. S. Navy, etc.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Supplemental report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. *Conestoga*.

U. S. GUNBOAT CONESTOGA,
Cairo, Ill., October 29, 1861.

SIR: I arrived here last night with this vessel, having the barge *Kentucky* in tow. I seized this barge, which was lying in the Cumberland River, 5 miles above Smithland, as the property of a company in Memphis, Tenn.

If calked the barge would be very useful for the transportation of supplies or coal, being of good model and large carrying capacity. Her deck has been shored up to bear heavy freights of stone.

I came down in obedience to an order of General Smith, given in accordance with your wish, directing me to go to Mound City to protect the gunboats building there. I find the *Tyler* is lying there and the *Lexington* is here.

I think it advisable to inform you of affairs on the Cumberland and especially of the conditions of Union people living along its banks. A majority of the inhabitants are secessionists of a violent and desperate type. The success attending the recent expedition, of which I have made a report to you, in which Eddyville lost several citizens, among these Captain Wilcox, of one of the cavalry companies, has not rendered the secessionists less disposed to abuse and despoil their Union neighbors. Great alarm existed among the latter when we left Eddyville, and I assured the people of the town that I would hold secession property in the place and along the river, as well as secessionists themselves, living on the banks, from its mouth to the State of Tennessee, responsible for any violence Union people might be subject to after our departure. I think it would be well, if a gunboat could be spared, to make visits to that vicinity.

An extensive flour and provision trade is still carried on with Tennessee from Canton, Ky., and places above to the State line. The stage of water at this late season must generally permit us to pass up to the fort at Dover. I have already seized two cargoes of flour near there. The steamer *Fisher* still makes her trips from Nashville to Linton, Ky. The river is narrow, crooked, and rocky in places, but not very difficult of navigation for this vessel. I think I might catch the *Fisher* and break up the trade with Tennessee. One of the most effective ways would be to destroy a portion of the machinery

of the Magnolia Mills at Canton. This would require proof of participation in the trade by the owners, of which I have no doubt.

There is, also, a furnace near that locality that should be looked after. I have received reports that they are casting shot and shell, but this doubtful. The iron, at all events, must find its market at Nashville, and I know that the works are in operation.

The inhabitants along the Tennessee are situated as are those of the Cumberland, and the Union portion need to be sustained by the presence of a Government force as far as the general service will permit. The *New Era* can not navigate the Cumberland, and could only do so on the Tennessee in a pretty high stage of water, but is admirably calculated for service at Paducah itself. I have taken pains to inform myself regarding these rivers and the inhabitants along their banks, and feel much interested in the welfare of those who still cling to the national flag, and have considered it a duty to make this somewhat lengthy statement to you.

My wish is to serve where I can best be employed, of which you alone are the judge and director.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Rivers.

Report of Captain Foote, U. S. Navy, regarding the urgent need of men for the gunboats.

ST. LOUIS, October 28, 1861.

SIR: I earnestly request that the Department will send a draft of 500 men for the gunboats as soon as possible.

I have established rendezvous at Chicago, Milwaukee, Cincinnati, and Cleveland, besides having employed a number of persons to ship men in the adjacent towns on the river, but we have thus far not been able to ship more than 100 men. This has arisen from the fact of my not being authorized to give the men advance, as I have not the command of money or means, as well as from the high wages and the great call for boatmen which the business of the season on the lakes require.

Under these circumstances we require at least 500 men from the East as soon as possible in order to man the gunboats, the first of which will be ready for the men and officers on the 15th proximo, and others onward into December. I hope that next month, as the lake business will fall off, we shall be enabled to procure men. Still, we require at present at least 500 men from the East for the gunboats proper. If we can have sent us immediately these 500 men, and they should be free from debt as possible, we can soon have seven of the new ironclad boats ready for service.

We must have money to pay officers and men every two months, as well as immediate funds to pay the officers and men for the four gunboats now in commission, else increased inconvenience, to speak in the mildest terms, will arise from withholding money due them, essential

for the support of their families, to say nothing of the effect upon the discipline and efficiency of the gunboats.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

This Department understands that the men are to be paid by the Army, the officers by the Navy.

Letter from Assistant Secretary of the Navy to Captain Foote, U. S. Navy, regarding the readiness for service of 300 men.

NAVY DEPARTMENT, *October 28, 1861.*

MY DEAR SIR: We have been drilling some 300 men here for you and will send them when you so write or telegraph. We have also given orders to ship landsmen in New England for you. They are good men, mostly fishermen, but without drill. The Department knows nothing about Captain Howard, but has the same confidence in him as in Admiral Zeeman. If you wish any of your officers ordered away, or can spare any of them, write me word.

Respectfully,

G. V. Fox,
Assistant Secretary.

Captain A. H. FOOTE, U. S. Navy,
St. Louis.

Letter from Captain Foote, U. S. Navy, to Major-General Frémont, U. S. Army, regarding the services of an army officer to oversee the fitting out of mortar boats.

ST. LOUIS, MO., *October 28, 1861.*

SIR: Captain A. G. A. Constable, of the Ohio battery, now here, I find is familiar with the use of the mortar, and his military experience abroad, superadded to other qualities, I am quite satisfied would render him preeminently qualified to supervise, under my directions, the fitting out of the mortar boats.

I take the liberty of addressing you on this subject, as I have no officer who, like Captain Constable, has had charge of a mortar battery, or who can bring his experience to this work. Besides, we have not now the men, and there is very little prospect in the future of obtaining a sufficient number from the Navy to man and work the mortars, which, as you are aware, are an implement used by the Army rather than the Navy.

If this suggestion should receive your favorable consideration, I presume that the subaltern officers and men required for the mortars,

under Army Regulations, as suggested in a previous letter to you, will also be adopted, with the discretionary authority to make such appointments as the nature of the service requires.

I have been a good deal exercised about these mortars, and not until ascertaining from others the qualifications of Captain Constable, which have been rather confirmed by a personal interview, have I been able to anticipate as favorable results in preparing the mortars as I now do, in view of the appointment of Captain Constable to give his special attention to them.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Major-General FRÉMONT,
Commanding Army of the West.

Letter from Captain Foote, U. S. Navy, to the Quartermaster-General U. S. Army, regarding the appointment of a paymaster in chief for his command.

ST. LOUIS, Mo., October 29, 1861.

DEAR SIR: I am sorry to have caused you so much annoyance by my frequent importunity for money and complaints at existing state of things, but really our difficulties have been legion, and it is now almost a doubtful struggle in coming out right in the quotient; that is, of having gun and mortar boats in efficient condition for going down the river in December.

I am urging on the gunboats proper, but amid difficulties almost insuperable. Still, I hope to succeed. I have appointed Mr. S. Henriques paymaster in chief, who, independently of doing a simple paymaster's duty for a gunboat, not only acts as my clerk and secretary, but also performs the duty of supervising contracts; in fact, is a thinking as well as working man. I appointed him to do the work intended for Mr. Wise while he acted in that capacity before being appointed assistant paymaster. I give him in all \$200 per year less than Mr. Wise received. I trust that this is all right; in fact, I can not get on without him, and he only could be secured at his present pay.

Excuse my hurry.

Respectfully and truly, yours,

A. H. FOOTE.

General MEIGS,
Washington, D. C.

Order of Captain Foote, U. S. Navy, to Commander Perry, U. S. Navy, designating the names of gunboats building at Mound City, Ill.

ST. LOUIS, October 29, 1861.

SIR: You will inform Mr. Hamilton, the superintendent of the construction of the gunboats now building at Mound City, Ill., that

the following will be the names of the gunboats as they are launched, respectively: *Mound City*, *Cincinnati*, *Cairo*.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander ROGER PERRY, U. S. Navy,
Cairo, Ill.

Letter from Captain Foote, U. S. Navy, to James B. Eads, esq., designating the names of gunboats building at St. Louis.

ST. LOUIS, October 29, 1861.

SIR: The following will be the names of the five gunboats building here, as they are launched, respectively: *Carondelet*, *St. Louis*, *Louisville*, *Pittsburg*, and *Benton*, the wrecking boat No. 7.

Very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

JAS. B. EADS, Esq.,
Contractor, etc., St. Louis, Mo.

Letter from Captain Foote, U. S. Navy, to Quartermaster-General Meigs, U. S. Army, requesting payment for alterations on purchased steamer Benton.

ST. LOUIS, October 30, 1861.

GENERAL: I have appointed a survey of officers to estimate the amount and value of the work on the purchased steamer *Benton*, or submarine No. 7, being fitted for a gunboat, and am of the opinion that the report of the officers is not only reliable, but, on personal examination, I consider the boat as combining so many advantages that I have designated her as the flag, or my own steamer, and hope that the means may be immediately furnished to prosecute the work, otherwise she will not be ready in time.

Under the exigencies of the case, I have approved the report, not considering, however, the difference between a job and a contract, so far as the security of the Government is considered in the progress of the work.

Although myself believing, even in a job, 25 per cent should be withheld, or else payment not made till the work is completed, but in this case, in order to the early completion of the vessel, I trust that the money will be promptly paid.

A. H. FOOTE,
Captain, etc.

Quartermaster-General MEIGS,
Washington, D. C.

Letter from Captain Foote, U. S. Navy, to Major-General Frémont, U. S. Army, regarding causes of complaint and their remedy.

ST. LOUIS, October 31, 1861.

GENERAL: I am happy to inform you, although at a very late day, that our powder, shell, small arms, and howitzers are here, still we are seriously feeling the want of money and credit in all departments of our preparation of the gun and mortar boat flotilla.

I have from time to time informed the Navy Department of the impossibility of shipping our complement of men for the flotilla, as we can not—for want of funds and higher wages of the merchant service on the lakes and rivers—give the necessary advance as an inducement. I presume that from these representations the Government will furnish the men.

The want of money is also seriously embarrassing our progress in preparing the mortar boats. Mr. Adams, the contractor, not being able to obtain funds to pay his men, the work has been partially suspended, and when nominally progressing it has been performed in that listless, imperfect manner usual among men when just payment is withheld.

I regret also to add, as completing our difficulties, if not causing even detention, that we are not obtaining the facilities at the arsenal here that I anticipated in the prompt reception and plans assigned for ordnance outfits and stores. Several howitzers are reported to me as having lately been sent to the arsenal, which were refused storage and sent back to the depot. But even a more serious inconvenience arises from want of proper storage room at Cairo. I applied for, and, as you may recollect, obtained permission to have the *Graham* boat at Cairo for our guns, chains, anchor, outfits, and stores, requiring a heavy wharf boat; but the commissary department has appropriated most of this boat to its use, and so much feeling has been manifested at our claiming it that I have relinquished our half of the boat.

If you should concur in my views and permit me to assign Captain Constable, in reference to whom I addressed you a letter on the 28th instant, to the superintending; under my direction, of the mortar beds and boats, and if money can be obtained for payment of past debts in this department, I see no reason why the mortar boats may not be equipped early in December, as well as the gunboats proper.

The causes of complaint herein set forth have arisen from circumstances beyond your control; on the contrary, had the authority which you so freely and fully vested in me, when reporting to you in camp near Tipton, been sustained by the Government and authorities here and at Cairo, the gun and mortar boats would have been in a greater state of forwardness. I may also add that my rank as captain being that only of a colonel in the Army, notwithstanding the force under my control, places me in your absence subordinate to a colonel; and therefore the gunboats are liable to be diverted from the service which I know you might wish, even by a volunteer colonel of a single regiment, should he happen to be in command in the vicinity of the gunboats.

The only remedy for this would be in the Navy Department appointing me flag-officer of the squadron or flotilla.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Major-General FRÉMONT,
Commanding Army of the West.

Letter from Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, requesting a reconnoissance.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, October 31, 1861.

CAPTAIN: Commodore Foote has written to me to send the gunboat *Conestoga*, or some other, to Paducah to relieve the *New Era*, which is to return to St. Louis. Will you be kind enough to distinguish the boat that is to go?

I would be pleased to have you make a reconnoissance to-day with your gunboat as far as it is secure to go. It is not my desire that you should throw any shell, unless you should discover the enemy away from their encampments and think you could do good execution.

It is not absolutely necessary that the gunboat should go to Paducah before to-morrow.

Yours, respectfully,

U. S. GRANT,
Brigadier-General, Commanding.

Captain WALKE,
Commanding Fleet, Cairo, Ill.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, regarding a reconnoissance to Lucas Bend, in Mississippi River.

U. S. GUNBOAT TYLER,
Cairo, Ill., October 31, 1861.

SIR: I made a reconnoissance down the river this morning, under instructions from General Grant, as far as the extreme end of Lucas Bend and below Island No. 4. Found no apparent change in the appearance of the country and saw no movements of the enemy this side of Columbus.

Many of their camp tents seem to have disappeared from the Iron Banks, and there were no new indications of works or anything else going on.

We returned to Cairo by 3.

General Grant having referred the subject of Commander Porter's being relieved from duty at Paducah to me, I designated the *Conestoga* as best adapted for that service, and this vessel will take her

place to-morrow at Mound City; the *Lexington* remaining at Cairo and vicinity.

Very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Waters.

Letter from the Quartermaster-General, U. S. Army, to Captain Foote, U. S. Navy, regretting orders for construction of vessels in excess of appropriation.

QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., November 1, 1861.

I am instructed to say that General Halleck has instructions in regard to the gunboats.

The appropriation not being sufficient to complete and equip more than three altered and seven built gunboats the Department is embarrassed by the action of the commanding general in ordering so many mortar rafts, tugs, and altered boats in addition to those contracted for by this Department.

All can not be completed without further appropriations—and for the present at least this Department can not remit money except for those contracted for under its authority.

Respectfully,

M. C. MEIGS,
Quartermaster-General.

Commodore A. H. FOOTE, U. S. Navy,
Commanding Gunboats, St. Louis, Mo.

Semiofficial report of Captain Foote, U. S. Navy, regarding the difficulties of his position and requesting appointment as flag-officer.

ST. LOUIS, MO., *November 2, 1861.*

MY DEAR SIR: I have yours of the 28th ultimo, and am pleased to learn that 300 drilled men are ready for us. Please send them forthwith, and let these be followed up by the New England men, fishermen and landsmen, and we will soon drill them into efficient gunners.

I am quite willing to give Howard the go-by. We have just officers enough, none to spare. I hope and trust that they will remain intact, as I have made my arrangements based on the existing number.

I am happy to say, although at a late day, that guns, powder, shell, small arms, as well as all or most material stores, are now here, and with the men coming, as I infer from your letter they will before the 20th instant, we shall be ready, as far as I can control matters, to equip and soon have the gunboats in fighting order. Still the boats are not ready, and I am nervously anxious about them. They have

been kept back by want of money. I hope we shall have them in our hands at Cairo even by 1st proximo; but you, as an ex-officer of the Navy, know that then they will require a good deal of work, while it will take some time to equip and get them ready for action. I shall lose no time, but they will be pushed to the uttermost. I was ordered by General Frémont to have our guns, stores, etc., sent here, as there were no conveniences then at Cairo. Now we must transport them there, which we can not do in the gunboats, as the water in the river is too low.

Only fancy for a moment the amount of work for us—thus improving a navy, building vessels, picking up the outfits and stores where we can, sending them to Cairo, and all this among and with a people who are unfamiliar with naval wants. A friend of mine here from Philadelphia remarked to me the other day that it was a shame that the Navy Department should thus sacrifice an officer of a good reputation by sending him to do all this work and not let him select his officers. I said it was you, but you meant well, although you could not appreciate the position in which you placed me; and, moreover, if we had money, and the vessels were finished, I would have mastered it all, for, as a gentleman remarked, we had the best organized business office in St. Louis. Our Bureaus of Ordnance, of Provisions and Clothing, of Detail, if not of Yards, Docks, and Construction, are well managed, yet we do fail in the rendezvous and receiving ships on account of high wages in the merchant service, and in not being able for want of funds to pay any advance.

Now the synopsis of the whole is this: We want money and men, and to get hold of the gunboats; then we will have them ready, even in less time than at our navy yards. For all the delay in building the gunboats, arising from causes beyond my control, I expect obloquy will be heaped upon me, as success is the only popular test of merit.

We suffer a good deal for my want of rank. The Army say I rank only with a lieutenant-colonel, and in one instance a colonel ordered a gunboat to go with his regiment on a certain duty. General Frémont never intended this. I want, for the efficiency of the fleet, the appointment of flag-officer. At Cairo a week since, the brigadier-general said he would not give a place assigned by General Frémont to our stores had it not been a positive order from General Frémont. I am considered merely as a captain, and find that I want rank in order to render my command more effective. My own boat will carry 16 heavy guns of 8,000 or 6,300, and of 4,200 weight—nearly the armament of a frigate—and there will be 12 boats, also 38 mortar boats, in addition, if we get them ready, which will constitute a large squadron, and am I not under the law entitled to the rank and to the appointment of a flag-officer? Now, when afloat, there is nothing to distinguish my vessel from the others. Hence I am embarrassed on all sides for want of rank.

I wish to call your attention to Acting Lieutenant Sanford, who is the ordnance officer. His labors here have been greater and of more importance than I can express to you. He has worked systematically from early in the morning until 10 p. m. in organizing and securing the necessary outfits and stores in ordnance. He is one of the best officers in the Navy, and his services ought to be secured to the Navy. I could not, with all the obstacles, have had his depart-

ment ready had he not been with us, and he will soon resign unless he can have, as he richly deserves to have, his original position in the Navy. I beg, therefore, that you will assist Judge [Ira] Harris in having him restored to his former rank. I ask it for the highest good of the service as well as justice to him.

I have, quite lately, by order of General Frémont, taken hold of the mortar boats, and have selected a clever officer to give his special attention to the beds and mortars and to get men. If I am given full scope, I can also have them ready, but want of rank and money and time embarrass me. I write hurriedly, as business presses me sorely.

I have the honor to be, very truly, yours,

A. H. FOOTE,
Captain, U. S. Navy, etc.

G. V. Fox, Esq.,
Assistant Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Captain Foote, U. S. Navy, regarding payment of officers and men.

NAVY DEPARTMENT, November 2, 1861.

SIR: Referring to that part of your letter of October 28, in relation to the payment of officers and men, this Department understands that all the men are to be paid by the Army and the officers by the Navy.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain A. H. FOOTE,
Commanding Naval Forces on the Western Waters, St. Louis.

Letter from Captain Foote, U. S. Navy, to John Litherbury, esq., St. Louis, Mo., urging expedition in completion of gunboats.

ST. LOUIS, November 4, 1861.

SIR: You will use every dispatch in completing the gunboats. Let all drawings, if any be necessary, be at once made. I would have you anticipate work by making due preparations in the collecting of materials, etc., and render all the assistance in your power to anyone who may desire to forward the work.

Respectfully, etc.,

A. H. FOOTE,
Captain, etc.

JOHN LITHEBURY, Esq.,
Superintendent, etc., St. Louis, Mo.

Report of Captain Foote, U. S. Navy, regarding the securing of men for the gunboat service.

ST. LOUIS, MO., November 4, 1861.

SIR: Your letter of the 30th ultimo, referring to its enclosure, a letter from Charles Colahan, esq., of Cleveland, Ohio, stating that "efforts by parties to secure the sailors of the inland seas for service on the Western rivers threaten to deprive the Navy of an important element," has been received.

I am surprised to find that our efforts, as directed by the Department, to secure men on the lakes for the gunboats, as they could not be sent from the East, should be regarded as antagonistical to the interests of the Navy, or that a complaint should be entertained on account of our shipping men on the lakes, when refused them on the Atlantic board.

This shows, in a manner, why we have had so little success in obtaining men in Cleveland, where I opened a rendezvous, as Messrs. Weatherly, etc., a firm endorsed by my brother, proposed to secure for us 500 or 600 men, but the officers I have sent there have only succeeded in obtaining three men, and I shall therefore order that rendezvous closed immediately.

Mr. Colahan, in a most extraordinary closing clause of his letter, offers his own services to the Government to ship men on the lakes.

Many parties are offering their services to assist in shipping men, but I have uniformly found that we could not get them on their terms without overloading the vessels with useless officers or some other special consideration as part of the stipulation for the men required. I shall therefore close all rendezvous except the one at Chicago, from where we have received over one hundred men, and the one for shipping firemen and coal heavers at Pittsburg.

I respectfully request that the men sent from the East may be sent direct to Cairo, as I have made arrangements for them to be received at that place, where we are sending the gunboats.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Captain, U. S. Navy, etc.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Foote, U. S. Navy, urging the appointment of a flag-officer to command the Western waters and transmitting report of Lieutenant Phelps, U. S. Navy, regarding expedition in Cumberland River.

ST. LOUIS, MO., November 13, 1861.

SIR: I enclose a letter from Lieutenant Commanding Phelps, as it shows a more favorable state of feeling toward the Union among the people bordering on the Cumberland River.

We have applications for gunboats to cruise up the Ohio River, between Evansville and Cincinnati, but are unable to send them, having now only three disposable boats, and these are essential at Cairo, Mound City, and Paducah, where I shall keep them, unless elsewhere ordered by the different army officers commanding the several ports,

who claim the right to retain them or send them away, irrespective of me, on the ground of their rank. In fact, the general at Cairo says that he will keep them if the whole Navy direct them to move.

I therefore earnestly renew my application that a flag-officer may command here, and if I am not considered eligible to that position, that an older officer of that rank be sent out immediately and I transferred to serve correspondingly to my rank in the Southern Atlantic Expedition or Atlantic Blockading Squadron.

My views of the necessity of a higher rank on the part of the naval officer commanding are not only held by all the navy officers here as being necessary to our efficiency, but by the army officers generally, while several members of Congress and prominent citizens see its necessity. I do not wish to embarrass the Department by being considered in the way of sending out a flag-officer, as I shall cheerfully give place to an older officer, if I am not considered eligible to the position. In fact, I would altogether prefer it than to remain as I am, comparatively useless at the head of a cooperating power, without rank at all corresponding to its requirements.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT CONESTOGA,
Paducah, November 6, 1861.

SIR: Yesterday I succeeded in passing with this vessel over the stone boats sunk by the rebels upon Ingram's Shoals, in the Cumberland River, 7 miles above Eddyville, and also others laid in the channel near the head of Line Island, 2 miles below the Tennessee State line, crushing one by running upon it, and proceeded up to within a few miles of Dover, in that State.

The Magnolia Mills were not running. I caused the Empire Iron Works [Kentucky] to be examined, but found no evidence of their having been employed, as reported, in casting cannon and shot, or in any but legitimate business.

We remained at anchor up the river overnight and returned here after noon to-day without having found a steamer or barge on the river. I observed more manifestations of Union feeling than upon any previous occasion and met with hearty cheers upon the very line of Tennessee. After entering that State, however, we saw scarce anyone, and all the habitations along the river, except one or two in Tobacco Port, were closed and apparently deserted. At Eddyville I was told that the feeling had materially improved since the breaking up of the rebel camp near there, and that Union sentiments were rapidly increasing. I shall to-night again leave for the same destination, hoping to effectually break up the provision trade near the line of Tennessee.

I am, very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers.

Report of Captain Foote, U. S. Navy, regarding remedies for certain defects in the gunboats under construction.

Semiofficial.]

ST. LOUIS, November 7, 1861.

DEAR SIR: I am happy to say, although at a late day, that guns, powder, shell, and small arms, as well as all or most material stores, are now here, and with the men coming from the East, as I infer from Secretary Fox's late letter to me, they will be on hand before the 25th instant, we shall be ready, as far as I can control matters, to equip and soon have the gunboats in fighting order; still, the boats are not ready, and I am nervously anxious about them, finding that they are drawing so much water on being launched, and, therefore, I consider it my duty to make the following statement in reference to the gunboats and mortar boats now building, most of which are already launched.

The gunboats draw light, but with the iron plating on (except 22 tons, mostly forward of the center of gravity) 5 feet 10 inches aft and 3 feet 11 inches forward. The fantail, forming the deck between the hull abaft the wheel (the recess), is now 13 inches from the water, lying still in smooth water. Two rudders are still to be shipped, and these in a short time, by absorption of water, will sink by their own weight if detached from the vessel. The wheel buckets are also to be put on, which will increase the weight astern, all of which you will see leaves little or no room for clearance of water, as the wheel buckets, rudders, etc., alluded to will have an actual weight of 3 tons on the extreme stern, which will reduce the clearance to 11½ inches; I mean by clearance of water, the confined space of 11½ inches from the surface of the water to the deck forming the recess, which water will be so disturbed by the action of the wheel as to prevent the escapement of water in so confined a place; for the waves caused by the action of the wheel will be 4 feet, and the half of which, of course, as you will see, will be required for clearance. Now, all this is based upon the draft they will have when ready to receive armament, outfit, stores, and crew.

In my opinion, the remedy which appears the most feasible to correct the evils that I have set forth is to cut out the deck and beams covering the clearance, springing a heavy timber arch over the space and connecting the ends of the arch beams with, say, 2½-inch round iron, and upon these beams construct a light deck. Mr. Eads, the contractor, believes that the draft astern will not be increased, for the reason that so much iron plating and a large portion of the weight of the armament will be forward of the center of gravity, which will, in his opinion, lift the stern and give greater clearance than even it now has. Mr. Eads also says that while he had no part in the modeling of these boats and is therefore relieved of all responsibility for their imperfection, he thinks I am unnecessarily concerned as to the amount of clearance for the wheel and the difficulties which I fear will ensue from that defect.

I have had the mortar boats examined, and send herewith a rough sketch and description of them. It is a pity that the decks will come nearly awash, or even with the water when fully equipped; but still the bulwarks, being well calked and secured, it is believed that the boats will carry safely the mortars and beds with necessary appurtenances, keeping the weight below 35 tons.

I am greatly exercised about the mortar boats and also the propellers to tow them, which have been ordered by General Frémont. I am obeying these orders here, and fitting out the boats as far as having no money or credit for this work will enable me to do.

Please telegraph me if I am authorized to appoint officers and men for this purpose, as we are behind time, arising from causes wholly beyond my control.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Quartermaster-General MEIGS,
Washington, D. C.

Report of Captain Foote, U. S. Navy, transmitting report of Commander Porter, U. S. Navy, commanding U. S. S. New Era, regarding expedition in Cumberland River.

ST. LOUIS, MO., November 7, 1861.

SIR: I enclose a communication addressed to me by Commander Porter, which officer I sent from here with the *New Era* about a month since to blockade the Tennessee River, near Paducah.

Commander Porter's report having been sent off in a hurry, as Paducah was then threatened by the rebels, without being finished, and as General Smith could dispense with his services, she has now returned to St. Louis by my orders for the purpose of being thoroughly fitted for service.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. GUNBOAT NEW ERA,
St. Louis, Mo., November 6, 1861.

SIR: I have the honor to inform you of the arrival of the U. S. gunboat *New Era* at this port, and also give a statement of the result of recent instructions. On the 30th ultimo I was requested by General C. F. Smith to proceed up the Cumberland River, taking with me a man by the name of Hester, and bring down from Canton or its vicinity a company of loyal volunteers who could not otherwise leave that part of the country. In accordance with this request I proceeded up the Cumberland.

On my arrival at Smithland I was informed by the colonel commanding at that point there was a large force at Ingram's Shoals, on the Cumberland, throwing up fortifications.

I here took on board part of a company of troops under command of Captain Campbell and proceeded up. All along the river we heard of these troops. I pushed on as rapidly as possible and arrived at Ingram's Shoals at 6 a. m. on the 31st and found the river com-

pletely obstructed by sunken coal barges, and the enemy had only left one hour before my arrival, and it could plainly be seen had left in such haste that part of their work was unfinished.

The man Hester, sent by General Smith, I believe to have been an imposter, as the moment we took the troops on board at Smith[land] he informed me the object of his mission had failed, and he wished at once to leave the vessel, which I refused to allow him to do. He also wished to leave at the same place on my return, but I compelled him to return to Paducah. On my arrival at this place I found orders to return to St. Louis.

I have heard from reliable sources there is a fort of six light guns erected in the Tennessee at Henry. This fort could be easily taken by this vessel, but General C. F. Smith declined sending her up to that point.

Two thousand troops and a battery of 6-pounders were a few days ago landed from the Iron Bank on the Missouri side of the Mississippi River. The object of this force is to build batteries and prevent the passage of gunboats down.

This force could be easily captured with a combined movement of the army and navy, and, unless it is done, I have no doubt, from information I have received, that Bird's Point will be attacked by the enemy in considerable force.

This small force is now in a menacing attitude toward General Grant's troops at Bird's Point.

I found all of the United States troops lying inactive behind intrenchments, while the enemy are active in every direction with a force not more than half the number of the United States forces.

In the neighborhood there are about 6,000 rebels. Twenty miles from Paducah, 2,000; within the vicinity of Canton, 400 or 500; near Henry, up the Tennessee River, about 200 or 300. Of United States forces there are, at Bird's Point, Cairo, and Camp [Fort?] Holt, 10,000; at Paducah, 8,000; Mound City, 600; Metropolis, 600; Caledonia, 300, and Smithland, 1,000; total, 20,500.

The gunboats are at present stationed as follows: The *Lexington*, Commander Stembel, at Cairo; the *Tyler*, Commander Walke, at Mound City; the *Conestoga*, Lieutenant Phelps, at Paducah.

I am, sir, most respectfully, your obedient servant,

W. D. PORTER,
Commander.

Commodore A. H. FOOTE.

The *New Era* has steamed 850 miles on this cruise.

W. D. P.

[Endorsement.]

Forwarded with the remark that I, myself, when last in Cairo, consulted with the commanding general in relation to going down to attack Columbus with two gunboats and 4,000 men, remarking to him that the boats were ready and I would go down with them. He deemed the move inexpedient on the ground that his men were not properly armed. I say this in justice to General Grant, an officer of the highest standing.

A. H. FOOTE,
Captain, etc.

Engagement at Belmont, Mo., November 7, 1861.

[Telegram.]

CAIRO, November 7, 1861.

General Grant at the head of a force of observation, accompanied by the gunboats *Lexington* and *Taylor* [Tyler], charged and took the rebel batteries at Belmont, destroying their tents. The enemy being reinforced from Columbus, General Grant returned to the transports, bringing off 68 prisoners. The loss on both sides is great. The gunboats did their duty. Not arrived on their way up. General Grant's horse was shot.

ROGER PERRY,
Commander, U. S. Navy.

Captain A. H. FOOTE,
Commanding Mississippi Flotilla, care Planter's House.

General Order of Brigadier-General Grant, U. S. Army.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, November 8, 1861.

The general commanding this military district returns his thanks to the troops under his command at the battle of Belmont on yesterday.

It has been his fortune to have been in all the battles fought in Mexico by Generals Scott and Zachary Taylor, save Buena Vista, and he never saw one more hotly contested or where troops behaved with more gallantry.

Such courage will insure victory wherever our flag may be borne and protected by such a class of men.

To the many brave men who fell, the sympathy of the country is due, and will be manifested in a manner unmistakable.

U. S. GRANT,
Brigadier-General, Commanding.

Report of Captain Foote, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Tyler.

U. S. GUNBOAT LEXINGTON,
Off Cairo, November 9, 1861.

SIR: This communication conveys well-authenticated information, which, I trust, will excuse its great length, as well as secure it an attentive perusal.

I send herewith a report of Commander Walke, of the gunboat *Tyler*, showing the participation of that vessel and the gunboat *Lexington*, Commander Stembel, in the attack on the batteries at Belmont, on the Mississippi River, this side of Columbus. As a synopsis of this full and extended report, I may say that the gunboats rendered the most effective service on this occasion, having but 1 man killed and 2 wounded. In fact, I am informed both by army and

navy officers that the boats, by covering the final retreat, with well-directed fire of grape and canister mowing down the enemy, prevented our troops from being almost, if not entirely, cut to pieces. General Grant, the commanding general, informs me that there are 40,000 men and 108 guns of large caliber in Columbus and its vicinity, and that the rebels intend to make this point their principal stand against the movements of the gunboats and troops down the Mississippi River. A rifle shot weighing 90 pounds was picked up by one of our men a distance of 3 miles from one of the rebel batteries.

The demonstration down the river was intended rather as an armed reconnoissance than an attack on Columbus—in fact, mainly for the purpose of destroying the detachment which had crossed the river; and this was effected by capturing the cannon and burning the tents and baggage, the latter accomplished by Quartermaster Hatch, with a detachment of men. This movement, it is believed, has prevented, for the present at least, a junction with General Price in southwest Missouri, also the detachments being cut off, which have been sent from here to attack Jeff Thompson, as well as establishing the fact of Columbus being so strongly fortified that a large land force must cooperate with the gunboats in order to move successfully beyond this point down the Mississippi River. On the other hand, General Grant is impressed with the idea that the rebels may retaliate by an attempt to seize Bird's Point or Fort Holt in this immediate vicinity, and, in view of this wants early reinforcements of well-equipped regiments. The general estimates the loss on our side at 250 killed, wounded, and missing; and the enemy's loss, in killed alone, at 300. My own opinion is, after careful enquiry, as stragglers are still coming in, that our loss of killed, wounded, and missing will amount to 500 persons, together with 25 baggage wagons, 100 horses, 1,000 overcoats, and 1,000 blankets. The men fought with great gallantry, and Generals Grant and McClernand had their horses shot under them; and had not the troops been flushed with their early success and commenced looting instead of being prepared to retire when the object of the expedition was accomplished, they might have left with comparative little loss; but the delay gave the enemy time to cross from Columbus in great force, and hence the comparatively disastrous termination in the withdrawal of our forces.

I also beg leave to call special attention to the following considerations as seriously affecting the efficiency of the naval forces here unless an officer of an older date of commission to myself is invested with the command, in case I am not considered eligible to the appointment of flag-officer. When last in Cairo I requested Brigadier-General Grant, the commanding officer of the army here, to inform me by telegram, at St. Louis, whenever an attack upon the enemy was made requiring the cooperation of the gunboats, that I might be here to take them into action. To this, the general assented, and, under the assurance, I returned to St. Louis, where my services were essential in fitting out the gun and mortar boats. But no telegram was sent me, nor any information given by General Grant when the movement upon Belmont was made; nor did he let Commander Walke, or Stembel, know his intention until he directed them to proceed with his force on the armed reconnoissance toward Belmont. I deeply regret the withholding of this information from me, as I ought not

only to have been informed, in order that I might have commanded the gunboats, but it was a want of consideration toward the Navy, a cooperating force with the army on such expeditions. General Grant, however, on my arrival early this morning, called upon me and expressed his regret that he had not telegraphed as he had promised, assigned as the cause that he had forgotten it, in the haste in which the expedition was prepared, until it was too late for me to arrive in time to take the command; still, in this instance, as well as from Brigadier-General Curtis, commanding at St. Louis, wishing to see my orders from the Navy Department and the instruction from Quartermaster-General Meigs, and suggesting that men should not be shipped until the gunboats were ready for them, showing thus, from want of experience, no appreciation of our wants, it may be readily seen the importance of the naval officer commanding, whoever he may be, of having the appointment and rank of flag-officer for the safety and efficiency of the gunboats, by giving him immunity from the orders of brigadier-general down to lieutenant-colonel, who are inexperienced in naval matters, claiming rank over naval captains of under five years date of commission.

For these reasons the Department will appreciate my position and see that I can not much longer serve effectively unless rank is given me corresponding to my command and its responsibilities.

I have the honor to be, very respectfully your obedient servant,

ANDREW H. FOOTE,
Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler.

U. S. GUNBOAT TYLER,
Mound City, November 9, 1861.

SIR: I have the honor to report that on the evening of the 6th instant I received instructions from General Grant to proceed down the river in company with the *Lexington*, under Commander Stembel, for a reconnoissance and as convoy to some half dozen transport steamers. We proceeded to opposite Norfolk, near the Kentucky shore, where we rounded to and anchored for the night. I then learned for the first time the extent of the reconnoissance.

At 3 o'clock the following morning, at the request of General Grant, the *Tyler* and *Lexington* started down the river for the purpose of engaging their batteries at Columbus, but, after proceeding a few miles, we were met by such a dense fog as to render any further progress hazardous. We therefore rounded to, and returned to the point from whence we started. At 6 o'clock we all got underway, our two gunboats taking the lead, and conveying the steamers containing Generals Grant and McClernand and their aids and some 3,000 troops, two companies of cavalry, and some artillery. We proceeded down the river to the extreme end of Lucas Bend and just without, as I thought, the range of their guns on Iron Bank. After the troops had disembarked and were under marching orders, 8½ o'clock, our two boats proceeded to engage their batteries on Iron

Bank, expending each several rounds of shell and returning to the transports. Their shot mostly passed over us, though in some instances coming very closely to us. At this time, with their long-range rifled cannon, they sent a large number of shot half a mile above the transports. I requested the captains of the transports to move up and out of the range of their shot, which they did. At 10 o'clock, the engagement having commenced at Belmont, we again engaged the Iron Bank batteries, expending still more shell; their shot flying around us, but doing no harm, while our shell seemed to go where they could be effective. We returned after an engagement of about twenty minutes to the transports.

At about noon, hearing the battle at Belmont still going on, our two gunboats made a third attack upon their batteries, this time going nearly a quarter of a mile nearer to them. We opened a brisk fire of shell and seemingly with good effect, while in this engagement one of their 24-pounders struck us on the starboard bulwarks and continuing obliquely through the spar deck took off the head of Michael Adams, seaman, and broke the arm and otherwise seriously injured James Wolfe, seaman, and slightly wounding a third. Acting Surgeon Kearney, who was cool and assiduous in the discharge of his duties, immediately dressed Wolfe's wounds, but considered him in a critical condition.

We fired a few more shell and returned, keeping up the fire from our stern guns as long as we were within reach of them.

It is providential that we have escaped with so little damage. A fragment of one of their shells struck us in the stern, doing but trifling damage.

When nearly all our troops had reembarked and were about ready to start, a sudden attack was made upon the transport vessels by a large force coming in from above. Our gunboats being in good position, we opened a brisk fire of grape and canister and five shells, silencing the enemy with great slaughter. After the transports were safely underway we followed them, throwing a shell occasionally to repel the enemy approaching to the banks. When a few miles up the river, we met one of the transports, *Chancellor*, with Brigadier-General McClernand aboard, who stated that some of their men were left behind, and asked that we might return with our gunboats and see if we could find them. We did so, the *Lexington* accompanying us, and between us succeeded in securing nearly all that was left behind, together with about forty prisoners, including some badly wounded.

We then proceeded up to Island No. 1, where the *Rob Roy* met us, with instructions from General Grant to turn over all the troops and prisoners and to remain till Colonel Cook, who was down the Kentucky shore on a reconnoissance, should return. He returned at 10, and at 11 I weighed anchor and proceeded to Cairo, having sent the *Lexington* on before me.

It is but an act of justice to the officers and crew to state that they acted throughout all our engagements with perfect coolness, ability, and courage, the crew answering the calls to quarters with an alacrity becoming earnest cooperators for the Government.

I was astonished, with the apparently new material we have, to see with what zeal and efficiency they all performed their parts.

The *Lexington*, under Commander Stembel, as consort, supported me throughout the day with the most commendable energy and efficiency.

Very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy,
Commanding Naval Forces on Western Waters.

Special order of Brigadier-General Grant, U. S. Army.

HEADQUARTERS DISTRICT SOUTHEASTERN MISSOURI,
On Board Steamer Belle of Memphis, November 7, 1861.

The troops comprising the expedition now in transit at this point will sail at 6 o'clock a. m., the gunboats in advance.

They will be followed by the First Brigade commanded by Brigadier-General McClernand. The First Brigade will consist of all the troops from Cairo, Fort Holt, and Taylor's battery.

The Second Brigade, consisting of the remainder of the expedition, will be commanded by Colonel Dougherty, and will follow. The whole will be landed at the lowest point on the Missouri shore that can be reached in security from the rebel batteries, and where a landing can be effected.

From this point orders will be communicated for the disposition of the entire command.

The point for disembarkation will be designated by Captain Walke, commanding naval forces.

U. S. GRANT,
Brigadier-General, Commanding.

Captain WALKER,
Commanding Gunboat A. O. Tyler.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, forwarded to the commanding general.

U. S. GUNBOAT TYLER,
Mound City, November 8, 1861.

GENERAL: Agreeable to your instructions, I proceeded on the evening of the 6th, in company with the U. S. gunboat *Lexington*, under Commander Stembel, down the Mississippi, convoying a number of transport steamers as far as opposite Norfolk and near the Kentucky shore, where we all anchored for the night. At 3 o'clock the following morning, the gunboats *Tyler* and *Lexington* proceeded down the river with the intention of engaging the enemy at Iron Bank, but after going a short distance we were met by such a dense fog as to render any further progress hazardous and impracticable. We therefore rounded to, and returned to the point from whence we started. I received your special order, and at 6 o'clock we all started,

the two gunboats taking the lead. We proceeded to the extreme end of Lucas Bend, where I supposed we were out of the range of their guns. After your troops were disembarked and under marching orders, about 8½ o'clock, the two gunboats proceeded to engage the batteries at Iron Bank.

We each expended several rounds of shell and seemingly with good effect, but their balls from the rifled cannon flew by and over us to a great extent, some of their shot going half a mile above the transports; fortunately, however, they did us no damage and we returned to the transports, where they kept firing at us for a considerable length of time. I finally requested the captains of the transports to move above and out of the range of their guns, which subsequently they did, we ourselves doing likewise.

At 10 o'clock, hearing the battle at Belmont, our two boats again proceeded down to engage their batteries, this time expending more shell and receiving no injury. After an engagement of twenty minutes, in the meantime the shots flying thickly about us, we again returned to the transports, continuing our fire as long as our shells reached them.

At 12 o'clock, hearing the battling at Belmont, the two gunboats made their third attack upon the Iron Bank batteries, this time going nearly a quarter of a mile nearer. We opened a brisk fire of shell, their rifled balls still passing beyond and around us, but one of their 24-pounders struck us on the starboard bulwarks, continuing through the spar deck and in its course taking off the head of one man, and injuring two others; one probably will result fatally. After firing a few more rounds, we returned, keeping up our fire from the stern guns till out of reach.

It is truly miraculous that we have, in all our engagements, escaped with so little damage.

On our return to the transports, and when nearly all the troops had reembarked and were just about ready to leave, a sudden attack was made upon the transport vessels by an apparently large reinforcement of the rebels. Our boats being in good position, we opened a fire with our grape, canister, and 5-second shell, and completely routed them, we learn, with great slaughter. After silencing the enemy, we continued our fire with the broadside guns, throwing shells on the banks ahead with the bow gun to protect the transports and throwing shells from the stern gun upon the enemy's ground so long as we were in reach. After passing a few miles up the river we met the *Chancellor*, with Brigadier-General McClernand aboard, who stated that some of their troops were left behind, and by his directions both gunboats returned some distance, picking up between us all there were to be seen, together with a large number of prisoners (some wounded and sick), Acting Surgeons Kearney and Goddard dressing the wounds of the wounded. Every attention was paid to alleviate the sufferings of the wounded, and the crew of the ship furnished them with their own hammocks and bedding.

We then returned to Island No. 1. Met the *Rob Roy* with instructions from you to turn over to her all our soldiers and prisoners and remain there till an hour after Colonel Cook's return from a reconnaissance down the Kentucky side. We then weighed anchor and

proceeded to Cairo. Commander Stembel, with the *Lexington* as consort, supported me in all the duties of the day, with a most commendable energy and effective manner.

Very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Brigadier-General U. S. GRANT,
Commanding S. E. District Missouri, Cairo, Ill.

List of officers of the U. S. gunboat *Lexington*, November 11, 1861.

Rank.	Name.	Pay.
Commander.....	Roger N. Stembel.....	
First master.....	Jacob S. Hurd.....	\$150.00
Second master.....	Martin Dunn.....	125.00
Third master.....	James Fitzpatrick.....	100.00
Fourth master.....	Sylvester Pool.....	80.00
Master's mate.....	Jas. McB. Stembel.....	40.00
Pilot.....	Joseph McCamnant.....	175.00
Do.....	William Ford.....	175.00
Assistant surgeon.....	Edward K. Hall.....	104.16½
Paymaster.....	Augustus F. Taylor.....	100.00
Chief engineer.....	Joseph Huber.....	125.00
First assistant engineer.....		100.00
Second assistant engineer.....	Wm. H. Meredith.....	80.00
Third assistant engineer.....	William Bishop.....	60.00
Gunner.....	John R. Hall.....	83.33½
Carpenter.....	Thompson Curry.....	50.00
Armorer.....	Reuben Storey.....	50.00

Report of Brigadier-General Grant, U. S. Army.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, Ill., November 17, 1861.

GENERAL:

* * * * *

About 2 o'clock on the morning of the 7th I received information from Colonel W. H. L. Wallace, at Charleston, [Mo.], (sent by messenger on steamer *W. H. B.*) that he had learned from a reliable Union man that the enemy had been crossing troops from Columbus to Belmont the day before, for the purpose of following after and cutting off the forces under Colonel Oglesby. Such a move on his part seemed to me more than probable, and gave at once a twofold importance to my demonstration against the enemy—namely, the prevention of reinforcements to General Price, and the cutting off of the two small columns that I had sent, in pursuance of directions, from this place and Cape Girardeau, in pursuit of Jeff Thompson. This information determined me to attack vigorously his forces at Belmont, knowing that should we be repulsed, we would reembark without difficulty under the protection of the gunboats. The following order was given:

ON BOARD STEAMER BELLE MEMPHIS,
November 7, 1861—2 o'clock a. m.

The troops composing the present expedition from this place will move promptly at 6 o'clock this morning. The gunboats will take the advance and be followed by the First Brigade, under command of Brigadier-General John A. McClernand, composed of all the troops from Cairo and Fort Holt. The Second Brigade, comprising the remainder of the troops of the expedition, commanded

by Colonel Henry Dougherty, will follow. The entire force will debark at the lowest point on the Missouri shore where a landing can be effected in security from the rebel batteries. The point of debarkation will be designated by Captain Walke, commanding naval forces.

By order of Brigadier-General U. S. Grant :

JOHN A. RAWLINS,

Assistant Adjutant-General.

Promptly at the hour designated we proceeded down the river to a point just out of range of the rebel batteries at Columbus, and debarked on the Missouri shore. From here the troops were marched, with skirmishers well in advance, by flank for about a mile toward Belmont, and there formed in line of battle.

* * * * *

We had but fairly got underway when the enemy, having received reinforcements, rallied under cover of the river bank and the woods on the point of land in the bend of the river above us, and made his appearance between us and our transports, evidently with a design of cutting off our return to them.

Our troops were not in the least discouraged, but charged the enemy and again defeated him. We then, with the exception of the Twenty-seventh Illinois, Colonel N. B. Buford commanding, reached our transports and embarked without further molestation. While waiting for the arrival of this regiment, and to get some of our wounded from a field hospital near by, the enemy, having crossed fresh troops from Columbus, again made his appearance on the river bank and commenced firing upon our transports. The fire was returned by our men from the decks of the steamers, and also by the gunboats with terrible effect, compelling him to retire in the direction of Belmont. In the meantime Colonel Buford, although he had received orders to return with the main force, took the Charleston road from Belmont, and came in on the road leading to Bird's Point, where we had formed the line of battle in the morning. At this point, to avoid the effect of the shells from the gunboats that were beginning to fall among his men, he took a blind path direct to the river and followed a wood road up its bank, and thereby avoided meeting the enemy, who were retiring by the main road. On his appearance on the river bank a steamer was dropped down and took his command on board, without his having participated or lost a man in the enemy's attempt to cut us off from our transports.

Notwithstanding the crowded state of our transports, the only loss we sustained from the enemy's fire upon them was three men wounded, one of whom belonged to one of the boats.

* * * * *

My own horse was shot under me during the engagement.

The gunboats *Tyler*, Captain Walke, and *Lexington*, Captain Stembel, convoyed the expedition and rendered most efficient service. Immediately upon our landing they engaged the enemy's batteries on the heights above Columbus, and protected our transports throughout. For a detailed account of the part taken by them I refer with pleasure to the accompanying report of Captain H. Walke, senior officer, No. 3.

* * * * *

From all the information I have been able to obtain since the engagement, the enemy's loss in killed and wounded was much greater

than ours. We captured 175 prisoners, all his artillery and transportation, and destroyed his entire camp and garrison equipage. Independent of the injuries inflicted upon him, and the prevention of his reinforcing Price or sending a force to cut off the expeditions against Jeff Thompson, the confidence inspired in our troops in the engagement will be of incalculable benefit to us in the future.

Very respectfully, your obedient servant,

U. S. GRANT,
Brigadier-General.

Brigadier-General SETH WILLIAMS,
Assistant Adjutant-General, Washington, D. C.

Letter from the Secretary of State to Hon. J. M. Mason, transmitting telegraphic report from Major-General Polk, C. S. Army.

DEPARTMENT OF STATE,
Richmond, November 9, 1861.

SIR: I have the honor to transmit herewith a copy of a telegram received to-day from General Polk, commanding the Confederate Army of the Mississippi, announcing a victory obtained over the Federal forces at Belmont, in Missouri, opposite Columbus, Ky., on the 6th instant.

I have the honor to be, sir, your obedient servant,

WM. M. BROWNE,
Assistant Secretary of State.

Hon. JAMES M. MASON, etc.

[Enclosure—Telegram.]

Official.]

COLUMBUS, Ky., *November 8.*

A fight began at 11 o'clock on yesterday at Belmont, opposite to Columbus, and lasted until 5 o'clock in the afternoon. General Pillow, with Tappan's, Wright's, Pickett's, and Russell's regiments, numbering 2,500 men, were attacked by 8,000 Federal troops under Generals Grant, McClelland, and Buford. Until 1 o'clock there were many alternations of successes and reverses. Our forces were then reinforced by Walker's, Carroll's, and Marks' regiments, when General Pillow ordered a flank movement, which was made and supported by Smith's and Wright's [Blythe's ?] regiments, under the immediate command of General Polk.

The enemy fled and were pursued to their gunboats. It was a complete rout. The roads were filled for several miles with the dead and wounded, with guns, ammunition, knapsacks, etc. The gunboats were attacked by our sharpshooters, their cables cut, and the Federals made a precipitate embarkation.

Watson Battery, under Beltzhoover, is immortalized. It was captured after a furious defense, and subsequently retaken by our troops.

Our loss is heavy, but much less than that of the Federals. We have 90 prisoners.

The enemy's loss is from 400 to 500. General Grant is reported killed. We recaptured nearly all our men who had been taken prisoners.

[His Excellency President DAVIS.]

[L. POLK.]

[Telegram.]

COLUMBUS, Ky., *November 8, 1861.*

I have a large number of wounded prisoners here, without hospital conveniences for them. The enemy, with flag of truce, ask for them. Shall I give them? And on what terms shall I accept our wounded prisoners offered me?

L. POLK.

Adjutant-General COOPER.

Report of Major-General Polk, C. S. Army, commanding.

COLUMBUS, *November 8, 1861.*

I telegraphed you last night as to the battle fought yesterday and gave the principal events. As no acknowledgment has been received, fear it was not received. I have caused another to be sent. Enemy intended to attack from both sides, but from some causes failed. They have a flag here to-day to bury their dead, and admit they were badly whipped. I will send official report so soon as returns are in. Enemy at Milburn last night 7,000 strong.

L. POLK,
Major-General.

General JOHNSTON.

Letter of thanks from the President of the Confederate States.

RICHMOND, VA., *November 9, 1861.*

Your telegram received. Accept for yourself and the officers and men under your command my sincere thanks for the glorious contribution you have just made to our common cause. Our countrymen must long remember gratefully to reward the activity, the skill, the courage, and devotion of the army at Belmont.

JEFFERSON DAVIS.

Major-General L. POLK,
Columbus, Ky.

Report of Major-General Polk, C. S. Army, commanding.

HEADQUARTERS 1ST DIVISION, WESTERN DEPARTMENT,
Columbus, Ky., November 10, 1861.

I have the honor to submit the following report of the operations of the army under my command in the battle of the 7th:

From information received from several sources, I had reason to believe it was the intention of the enemy to attack my position at this place at an early day, provision to meet which was made accordingly. Between 2 and 3 o'clock on the morning of the 7th, a courier arrived at my headquarters, informing me of the movement of a strong force designed to attack General Thompson's position at Bloomfield and New Madrid. When, therefore, I was informed shortly after daybreak, through a member of my staff, that the enemy had made his appearance in the river with gunboats and transports, and was landing a considerable force on the Missouri shore

5 or 6 miles from Belmont, I became satisfied it was his intention to make the attack general. I dispatched immediately messengers to the general officers of division, to inform them of my impressions and the position of affairs, with instructions to make such disposition of their commands as the emergency required.

The same information was conveyed to Colonel Tappan, who was in command of the force at Belmont. To General Pillow, whose division was nearest the point immediately threatened, I gave orders in person to move immediately to the relief of Colonel Tappan, with four of his regiments. For this service he detailed Colonel Russell's, Colonel Wright's, Colonel Pickett's, and Colonel Freeman's regiments of Tennessee Volunteers. These, with Colonel Tappan's Thirteenth Arkansas, Captain Beltzhoover's Watson battery, and a squadron of Lieutenant-Colonel Miller's battalion of cavalry, composing the force on the other side, were deemed sufficient to resist the column reported to have landed. Having an adequate number of steamers at the landing, this order was promptly executed.

My attention was then directed to the proper distribution of the forces for receiving an attack on the Columbus side of the river. Having examined and found the batteries in the fort in a proper condition, I proceeded up the river to examine the dispositions of General McCown, who was charged with the defenses of the left flank. These I found to be satisfactory. He had already advanced a battery of long-range guns, under the command of Captain R. A. Stewart, of the Louisiana Pointe Coupée Battery, to a position from whence he could reach with ease the enemy's gunboats.

From this point and that occupied by the heavy siege battery, under command of Captain Hamilton, as also from several of the guns of the fort, he opened a heavy fire, which was duly responded to by the enemy. After half an hour's engagement the boats were driven up the river. At a subsequent period they again dropped down and renewed the conflict, throwing shot and shell into the works. This was continued for an hour, when they were again forced to retire.

Ascertaining that the remaining portion of General Pillow's division, as well as that of General Cheatham, was in proper position, I returned to the river bank opposite to Belmont. At 10.20 o'clock the firing of the enemy's advance guard upon our pickets was heard, and in about forty minutes afterwards the engagement became general with all arms.

Taking my position on the river bank midway between the two points of expected attack, I dispatched one of my aids to the Missouri shore to inform General Pillow of my position, and readiness to afford him such support as he might require. In reply he requested me to send him additional ammunition, a regiment of infantry, and a section of artillery, to be held as a reserve. The ammunition and Colonel Knox Walker's regiment were sent him immediately, and instead of a section of artillery, I dispatched him two field batteries, those of Captains W. H. Jackson and Polk. Such a force of field artillery had become necessary from the fact that Captain Beltzhoover's battery, from want of ammunition, had ceased firing, and the enemy had opened fire with a heavy battery, of the presence of which upon the field I had until then not been apprised. The steamer transporting these batteries in her attempt to land them on the

Missouri shore, by some means lost her stage planks, and the landing at that moment became impossible. She was forced to return to the Kentucky shore. Captain Polk's battery was landed at a later hour, but too late to render service in the operations of the day.

By this time it was obvious that further reinforcements had become necessary, and Colonel Carroll's Fifteenth Tennessee and Colonel Marks' Eleventh Louisiana regiments, which had been ordered to the river bank and were held as a reserve, were ordered forward. I directed Colonel Marks to land his regiment higher up the river, with a view to a flank movement which he was ordered to make. Shortly after his landing he was met by General Pillow, who directed him with his regiment and that of Colonel Carroll to move rapidly on the enemy's flank. General Pillow directed Colonel Russell, with his brigade, to support that movement, and himself accompanied this command during the execution of the movement under Colonel Marks. Captain Jackson, who had reported to General Pillow that he could not get his battery ashore, was attached to his staff, and directed to lead this column. In aiding Lieutenant-Colonel Barrow, [who] was in immediate command of the Eleventh Louisiana, to bring a portion of the column into line, he fell severely wounded.

Apprehending every moment an attack in my rear on Columbus which subsequent information proves to have been the enemy's plan, it was with great reluctance I lessened the force assigned to its defense. Nevertheless it was obvious from the yielding of our columns to the heavy pressure of the masses of the enemy's infantry, and the fierce assaults of their heavy battery, that further reinforcements were necessary. I ordered down General Cheatham with the First brigade of his division, under command of Colonel Preston Smith. The general having arrived in advance of his brigade, was directed by me to take the nearest steamer and to move promptly across the river to rally and take command of the portions of regiments within sight on the shore, and to support the flank movement ordered through Colonel Marks. This he did promptly and effectively.

At this juncture the enemy fired our tents, and advancing his battery nearer the river bank, opened a heavy fire on the steamers which were transporting our troops, in some instances driving shot through two of them at the same time. Their commanding pilots and other officers, nevertheless, stood firmly at their posts, and exhibited a fearlessness and energy deserving of the highest praise. These boats were the *Prince*, under Captain Butler, who particularly distinguished himself, the *Charm*, under Captain Trask, and the *Hill*, under Captain Newell, with the *Kentucky*, under Captain Lodwick.

I directed Captain Smith's Mississippi battery to move to the river bank, opposite the field of conflict, and to open upon the enemy's positions. I also directed Major A. P. Stewart, in command of the heavy guns in the fort, to open upon the same position, it being now seen that these guns could be used without causing danger to our own troops.

This joint fire was so terrific as to dislodge the enemy, silence his battery, and cause him to take up his line of march for his boats. He had scarcely put himself in motion when he encountered Colonel Marks first, and afterwards General Cheatham in his flank, with both of whom severe conflicts followed, and by whom he was driven in with great loss.

On the arrival of General Cheatham's brigade, being now satisfied the attack on Columbus for some reason had failed, I took charge of it, together with Captain White's company of Lieutenant-Colonel Logwood's battalion of cavalry, and proceeded with them across the river, having first ordered two regiments of General McCown's division to follow.

On landing I was met by Generals Pillow and Cheatham, whom I directed with the regiments of General Cheatham's command and portions of others, to press the enemy to his boats. This order was executed with alacrity and in double-quick time. The route over which we passed was strewn with the dead and wounded of the conflicts of Colonel Marks and General Cheatham, already alluded to, and with arms, knapsacks, overcoats, etc.

On arriving at the point where his transports lay, I ordered the column, headed by the One Hundred and Fifty-fourth Senior Regiment of Tennessee Volunteers, under cover of a field thickly set with corn, to be deployed along the river bank within easy range of the boats. This being accomplished, a heavy fire was opened upon them simultaneously, riddling them with balls, and as we have reason to believe with heavy loss to the enemy. Under this galling fire he cut his lines and retreated from the shore, many of his soldiers being driven overboard by the rush of those behind them. Our fire was returned by the heaviest cannonading from his gunboats, which discharged upon our lines showers of grape, canister, and shell as they retired with their convoy in the direction of Cairo. It being now sunset, and being left in possession of the field, I ordered the troops to retire.

My first acknowledgments for this signal triumph of our arms and the defeat of the machinations of our enemies are due to the favoring providence of Almighty God, by which his plans were unveiled and frustrated, and by which the hearts of our troops were made strong in the day of battle. Confiding in the justice of our cause, we have felt we could put our trust in His protection and defense, and He has given us the victory.

Our thanks are due to the brave officers and soldiers who, under God, were the instruments of this victory. To Brigadier-General Pillow, to whom the duty of receiving the enemy's attack was assigned, is due the credit of meeting that attack with firmness, and of sustaining the heat of the conflict in the early part of the engagement. This he did with persistent energy and gallantry, courageously supporting and encouraging his troops by cheering words and personal example.

My thanks are due to General McCown for the promptitude with which he made the disposition proper for the defense of the left flank on the Columbus side, and for the manner in which he controlled the movements of the gunboats by the judicious management of the field battery of Captain Stewart, the siege battery of Captain Hamilton, and the heavy guns in the fort.

I am indebted, also, to General Cheatham, who, at a later hour, by his promptitude and gallantry, rallied the broken fragments of our columns, and directed them with such resistless energy against the enemy's flank.

Colonel Marks, of the Eleventh Louisiana Regiment, rendered the most efficient service by the decision with which he led his column in

the face of the most discouraging circumstances, to the attack on the enemy's flank.

The condition of the field after the battle and the route pursued by the flying enemy sufficiently testify to the deadly aim of the Louisianians and Tennesseans who composed his command. It was in this attack that the gallant Major Butler lost his life in the performance of a duty in advance of his columns. He was a young officer of high promise, and deeply lamented by all who knew him.

The firmness with which Colonel J. V. Wright and his gallant regiment sustained themselves on the left flank of the first line of battle, as elsewhere, merits strong commendation.

The Watson battery was served with decided ability and unflinching courage by its commander, Captain Beltzhoover, who retired his guns from the field only after he had exhausted his ammunition. In this connection also, as belonging to the same command, it is due to Colonel Tappan and his regiment to say that the promptness with which they prepared to receive the enemy and the determined courage with which they sustained their part of the general conflict, are entitled to approbation.

To Captain M. Smith, of the Mississippi battery, and Major A. P. Stewart, who directed the artillery in the fort, I am particularly indebted for the skill and judgment manifested in the service of the guns under their command, to the joint fire from which I feel not a little indebted for turning the fortunes of the day.

But to recite in detail all the instances of skill and courage displayed by individual commanders and their several commands would be to run well through the list of those who were engaged, and to anticipate also the reports of the division and regimental commanders.

The battle was fought against great odds, both as to numbers and position. The Mississippi River dividing the field placed us at a disadvantage which it was necessary to overcome, and although we experienced an occasional reverse these reverses were soon repaired, and the results of the day proved beyond all doubt the superiority of our troops in all the essential characteristics of the soldier.

To Acting Assistant Adjutant-General Blake, C. S. Army; Lieutenant Dixon, C. S. Army, Engineers; Captain Champneys, Ordnance; Lieutenant Snowden, C. S. Army, Topographical Corps; Major H. W. Winslow, acting aid-de-camp, all members of my staff, I feel indebted for their promptness and activity in the execution of my orders and for their support in directing the operations of the day.

In a conflict continued through so many hours, and so hotly contested, the list of casualties must be expected to be large. Our loss in killed was 105; wounded, 419; missing, 117. Total, 641.

The number of prisoners taken by the enemy, as shown by their list furnished us, was 106, all of whom have been returned by exchange.

Of the enemy's loss we have no means of accurate information, but from all the sources opened to us, the condition of the field, the list of prisoners taken by us, the report of those returned to us, and the reports of the enemy, I am satisfied it can not fall short of 1,500; fourteen-fifteenths of that number must have been killed, wounded, and drowned.

After making a liberal exchange of the captured with the enemy, 100 of their prisoners remain still in my hands. I have also a stand of colors, a fraction over 1,000 stand of arms, with knapsacks, ammunition, and other military stores.

Respectfully, your obedient servant,

L. POLK,

Major-General, Commanding.

Colonel W. W. MACKALL,

Assistant Adjutant-General, C. S. A.

Report of Brigadier-General Pillow, C. S. Army.

HEADQUARTERS 1ST DIVISION, ARMY AT COLUMBUS,
November 10, 1861.

Under instructions delivered in person by Major-General Polk on the morning of the 7th instant I crossed to the village of Belmont, on the Missouri shore, four regiments of my division, and as rapidly as possible placed them in position about 400 yards from the river bank, in line with Colonel Tappan's regiment and Colonel Beltzhooover's battery, to receive the large force of the enemy advancing on the small encampment at that place. These regiments, from measles and diseases incident to the Mississippi bottom, and absences, had been reduced to below 500 men for duty, as shown by the daily morning report. They were formed in line of battle, with Colonel Wright's regiment on the left of Colonel Beltzhooover's battery, and with Colonels Pickett's, Freeman's, Tappan's, and Russell's regiments on the right, the last now under the command of Lieutenant-Colonel Bell, of the battery. These regiments, all told, numbered about 2,500 men.

Before the line of battle was formed, I advanced three companies of skirmishers, taken from the regiments of Colonels Tappan, Pickett, and Freeman, under the command of Adjutant Stith, of Freeman's regiment, to check the advancing column, so as to give me time to make the necessary dispositions for battle, using the utmost possible dispatch. I had barely got the forces in position when the skirmishers were driven in and the shock took place between the opposing forces. Had I been less pressed for time to make the necessary disposition of my small force, my imperfect knowledge of the surroundings of the field would of itself have embarrassed me; but I had no choice of position, not time to make any reconnoissance, nor even satisfactory disposition for occupying the field left me.

When the conflict commenced and both lines were fairly engaged, I soon observed the enemy's cavalry turning my left flank and hovering around me, closing the field nearly to the river. Having no cavalry at hand I was under the necessity of ordering a portion of my force engaged with the enemy in front, weak as was that force, to protect me from that body of cavalry, said to be 450 strong. For this purpose orders were given to Colonel Wright to detach one company of his regiment. He accordingly assigned this duty to Company A, then commanded by Lieutenant Rhea. Several attempts were made by the enemy's infantry to flank my right and left wings, but the attempt on the right was defeated by the deadly fire and firm attitude of that

wing, comprised of the regiments of Colonels Russell and Tappan, commanded by Colonel Russell as brigade commander. The attempt to turn the left wing was defeated by the destructive fire of Beltzhoover's battery and Colonel Wright's regiment, aided by a line of felled timber extending obliquely from the left into the bottom. In these attempts of the enemy and the movement of the troops it was easy to see that his force was large enough to have surrounded my little force with triple lines.

Failing in these efforts to flank my position, he pressed heavily forward the advance line and braced it firmly with his large reserve. I advised Major-General Polk of my position and of the strength of the enemy, and asked for support and a supply of ammunition, which was becoming short from the constant and heavy fire which was required to check the advance of the determined foe. The two wings of the line stood firm and unbroken for several hours, but the center, consisting of Colonels Pickett's and Freeman's regiments, being in the open field and greatly exposed, once or twice faltered, but by my own and the efforts of their officers were promptly returned to their original position and continued the conflict.

At length Colonel Beltzhoover reported to me that his ammunition was exhausted. Colonel Bell had previously reported his regiment out of ammunition, and Colonel Wright that one battery of his regiment had exhausted its ammunition. I directed Colonel Beltzhoover to remove his guns to the rear. The team of one gun had run off with the limber, leaving the gun in its position of battery. The others were drawn to the river bank, and Colonel Beltzhoover applied to me to assist him in removing the gun which he could not remove. I rode up to the right wing of Colonel Wright's regiment for the purpose of directing a detail of men to remove this gun, but that regiment was so hotly engaged with the enemy and were in such close proximity to him that I thought it better to let the gun go, even if it should be ultimately lost, than to weaken the small force which then held in check the enemy's masses, pressing heavily upon the regiment.

My battery being silenced for want of ammunition, and one regiment and a battalion having exhausted its supply, and the enemy's force being unchecked and now emerging into the edge of the field, I ordered the line to use the bayonet. The charge was made by the whole line and the enemy driven back into the woods. But his line was not broken and he kept up a deadly fire, and being supported by his large reserve, my line was forced back to its original position, while that of the enemy advanced. The charge was repeated the second and the third time, forcing the enemy's line heavily against his reserve, but with like result.

Finding it impossible longer to maintain my position without reinforcements and ammunition, I ordered the whole line to fall back to the river bank. In this movement my line was more or less broken and my corps mingled together, so that when we reached the river bank it had the appearance of a mass of men rather than an organized corps. On my arrival in the rear of the command, I met Colonel J. K. Walker, of my own division, with his regiment coming to my support. I ordered him to advance his regiment as promptly as possible to check the advance of the enemy's force and hold him back, so as to give me time to move the force up the river bank and to form the

commands, and said to him that I would cross through the fallen timber, turn the enemy's position, and attack him in the rear. Colonel Walker's regiment promptly advanced, with the enemy's force in the open field, and held him in check until his line of fire and artillery had cut down a large portion of the regiment, when it was forced back and sheltered itself under the bank of the river, from which position the regiment kept up a constant fire while it moved by the flank up the river bank. When the enemy's force reached the bank of the river, he was met by the fire of Captain Smith's battery (of General Cheatham's division) from the opposite side of the river, which, being well directed, together with that of the heavy guns from the works above Columbus, made him recoil from the front.

In the meantime I had advanced the main body of my original force in broken order up the river to a point where I could cross through the fallen timber to make the flank movement. There I met Colonel Marks of Brigadier-General J. P. McCown's division, and Colonel Carroll's (of my own division) regiments, ordered by Major-General Polk to my support. I immediately placed these fresh troops under the command of the gallant old veteran, Colonel Marks, at the head of the column, and directed him to lead the advance in double-quick time through the woods and to the enemy's rear, and to attack him with vigor, telling him that I would support the movement with all the forces formerly engaged, though from their conflict of four hours with such superior numbers, it was hardly to be expected that they could act with the same vigor as the fresh troops.

In this movement I directed Colonel Russell, who was commanding a brigade, and who had throughout the day promptly executed all my orders and aided me with disposition and movements to rally and push forward his command to the support of Colonel Marks' attacking column. My brave young friend, Captain W. H. Jackson, who reported to me for duty on my staff (being wholly unable to get his light battery on shore), I directed to lead this column against the enemy's rear. The movement was promptly and gallantly made, and was a complete success. The enemy finding himself between two fires, that of Smith's artillery in front and of Colonel Marks' and Russell's columns in the rear, after a feeble resistance broke and fled in great disorder and was hotly pursued by our troops.

The brave General Cheatham now having reached that part of the field, by his presence added new vigor to the pursuit. The enemy's forces were cut to pieces by a destructive fire until they had reached a point far in the bottom, when General Cheatham thought it prudent to halt with the column and to bring up his brigade, which was on the way. Having returned to the river bank for that purpose, where he met General Polk (bringing with him Colonel Smith's brigade, of General Cheatham's division), who had now arrived, General Polk ordered the pursuit continued with the whole force, accompanying the pursuing column himself until we reached the point where the enemy had made his surgical headquarters and depository of stores of ammunition, baggage, etc. Here we found a yard full of knapsacks, arms, ammunition, blankets, overcoats, mess chest, horses, wagons, and dead and wounded men, with surgeons engaged in the appropriate duties of their profession. The enemy's route of retreat was strewn likewise with many of these articles and

abundantly with blood, dead, and wounded men. The pursuit was continued under the immediate command and direction of Major-General Polk until we came in sight of the enemy's gunboats and transports.

Upon reaching the new field of duty, by direction of the major-general, I ordered the victorious commands as they arrived to move as rapidly as possible through the cornfield to the bank of the river, directing the different corps entering opposite the ground they would occupy on the river bank and lining the bank for more than a mile, when being in position they should open their fire on the troops, and as the boats passed up the river to give the enemy their fire. I need not say that this whole movement was admirably executed. When the fire opened it was so hot and destructive that the troops on the boats rushed to the opposite side of the boats and had to be forced back by the bayonet to prevent capsizing. They did not take time to unloose the cable, but cut all loose and were compelled to run through the fire of sharpshooters lining the bank for more than a mile. I also directed Captain Taylor's company, of Lieutenant-Colonel Logwood's battalion (Tennessee Volunteers), with whom was Lieutenant-Colonel Miller, to pursue up the river bank the enemy's cavalry and 2,000 of his infantry that could not be taken on board in their distressed condition. These last were so fleet of heel and had got so good a start that the cavalry could only overtake the stragglers and slow of foot, many of whom were made prisoners. These fine horsemen and admirable marksmen could not return, however, from such a pursuit without delivering with their rifles volleys of salutes to their Northern brethren, with whom they so much regretted to part and whose better acquaintance they sought to make.

This ended the day, so glorious to our arms that its refulgence will be seen by the descendants of the gallant men who formed the army long after their remains shall have mouldered into dust and all else lost in oblivion except the memory of their glorious deeds. That the small Spartan army which withstood the constant fire of three times their number for nearly four hours (a large portion of them being without ammunition) did its duty gallantly is manifest from the length and character of the conflict, the great inequality of numbers, and the result; that the officers were all at their posts, nobly meeting all their responsibilities is proven by the fact that the field officers were nearly all dismounted, some of them having had two horses killed under them.

In the case of Colonel Beltzhoover, whose guns were lost, I deem it proper to say that when his ammunition was exhausted I ordered him to take his guns from the field. He brought them (all except one) to the bank of the river under a fire of the enemy, which it was easier to face than to retire from. The gun he had no means of removing was committed to my charge. He fought his guns gallantly until all his ammunition was exhausted, and then removed them with the retiring force as far as it was possible to remove them on the bank of the river. They were then abandoned. He had forty-five of his horses killed, and all wounded except one. This is the highest vindication of his almost unequalled gallantry. I am happy to say, however, that we recaptured all of those guns but two, and captured one of the enemy's guns. We likewise captured

arms, ammunition, knapsacks, ambulances, mess chests, and portfolios of general officers, surgical instruments, and all the vast paraphernalia of an army, nearly sufficient for the wants of a new army.

In such a conflict of arms, illustrating so fully the superior mettle of the Southern soldier, a conflict in which all did their duty, it is impossible to discriminate. To mention individual officers or men who distinguished themselves would require a catalogue of the whole. I must content myself by referring the major-general to the reports of colonels and brigade commanders. To the noble dead, who have sacrificed their lives in vindication of the honor and rights of their country on the bloody field of Belmont, we may be excused for paying a last tribute of respect. They died like heroes. Many of them falling were seen still fighting until overwhelmed by superior numbers. Their noble spirits departed to Him who presided over the bloody field and crowned our arms with a victory scarcely having a parallel in history.

I am reluctant to close this report without special notice of my personal staff, more especially since they have no one else by whom testimony to their good behavior and gallant conduct can be borne. Major Finnie, my division quartermaster, and Captain Jackson (commanding one of my splendid batteries, but in the action on duty on my staff) were dangerously wounded while executing my orders. Captain Jackson's horse received six balls at the time he was himself wounded. Major Henry, my assistant adjutant-general, had two horses killed under him. Captain Bethel's horse was wounded. Lieutenant Pillow, my son, had his horse killed. Lieutenant Long, one of my aids-de-camp, alone escaped untouched. Colonel Burch, my legal aid, was absent under my orders upon important business connected with this department of the service. These facts prove them to have been at the post of duty. I need not add that they rendered me important aid in my trying and responsible position. The fact of two of them being cut down, and the others dismounted, placed me for a large portion of the conflict in a position not a little embarrassing for want of staff officers. I must also acknowledge the very valuable assistance I received from Major Winslow, aid-de-camp to Major-General Polk, who reported to me for duty, and who was active and efficient in bearing my orders the balance of the day, in doing which he was greatly exposed.

Small portions of the Mississippi and Tennessee cavalry, forming a portion of this army, reached me late in the conflict under the command of Lieutenant-Colonel Logwood, and Lieutenant-Colonel Miller, accompanying the command, reported with a small command upon my arrival upon the bank of the river and were promptly placed in position to meet the enemy's cavalry on the left. From this portion of the line I received no further trouble, and though no general conflict took place with the enemy, it was doubtless owing to the fact that he did not choose to accept a trial of strength at their hands.

Having spoken in words of not undeserved praise of the heroic little army that withstood for four hours three times their numbers of picked troops of the enemy, and of those brave officers and men of Generals Cheatham's and McCown's divisions, whose good fortune it was to participate in that brilliant achievement, and of the

timely aid rendered from the field and fixed batteries already mentioned, I must be permitted to ascribe the glorious results, full of miraculous incidents, to the overruling providence of a merciful God, and to acknowledge thus officially and publicly my profound consciousness of His sustaining power over my own heart and resolution of purpose and in shielding my person from the many perils with which my pathway through this dark and bloody field was beset.

That our loss should have been severe in such a conflict might be expected. That of the enemy's was more than treble ours. Of this we had the most abundant evidence in the incidents on the field, in his flight, and his helpless condition when assailed in his crowded transports with the fire of thousands of deadly rifles. I transmit herewith a list of our killed, wounded, and missing, numbering 632. Of this number 562 were of my own division and Tappan's regiment, which constituted the force originally engaged.

We have no means of knowing accurately the loss of the enemy, but we buried of the enemy 295. The enemy, under a flag of truce, were engaged at the same labor a large portion of the day. We have near 200 Federal prisoners wounded, and the enemy had 7 ambulances (which we captured) actually engaged in taking their wounded from their surgical headquarters to their boats while the action was progressing. We have the most unquestionable information from persons who were in Cairo when the Federal fleet returned who state that the enemy were a day and a half removing and burying their dead and wounded from their boats, and all accounts from Cairo and from persons who were with boats during our fire represent the fire on the enemy huddled on the transports was more destructive than that of any part of the battle. A captain of one of the transports of the enemy's expedition represents the loss to be 1,800 or 2,000 men. With these sources of information and all the light these afford, I think the enemy's loss could not be less than 2,000 men.

GID. J. PILLOW,

Brigadier-General, C. S. Army.

Captain E. D. BLAKE, C. S. Army,
Acting Assistant Adjutant-General.

Report of Brigadier-General Cheatham, C. S. Army.

HEADQUARTERS, CAMP MOORE, *November 8, 1861.*

SIR: In obedience to the order of Major-General Polk I herewith transmit a report of the operations of the forces under my command in the engagement opposite Columbus on the 7th instant.

I remained with Major-General Polk near the battery on the hill until the hour of 10 a. m., when, under his orders, I rejoined my own division, having previously placed it in position, and awaited orders from him. At about the hour of 12:30 p. m. I received orders from Major-General Polk to bring forward to the river one of my brigades, and immediately advanced to that position the first brigade, Colonel Preston Smith, commanding, composed of the One hundred and

fifty-fourth Senior Regiment Tennessee Volunteers, commanded by Lieutenant-Colonel Marcus J. Wright, and the regiment of Mississippi volunteers, commanded by Colonel A. K. Blythe, leaving the Second Brigade of my division, composed of the Sixth and Ninth Regiments Tennessee Volunteers, Colonel William H. Stephens commanding, in possession of the right of our lines, which position was occupied by this brigade during the entire day.

On my arrival at the river bank fronting the town my command was drawn up preparatory to crossing to the opposite shore. Just at this time the enemy obtained possession of the field and camp but recently occupied by the Thirteenth Arkansas Regiment and Captain Beltzhoover's light battery, and drove our troops under the river bank and up the stream to a point opposite the position occupied by the troops under my command, and brought forward their batteries close up to the river bank and opened a brisk cannonade upon my troops and the steamers detailed to transport the command across the river. Seeing the impracticability of throwing the troops across the river at this time, resulting from the confusion of the transports under fire, their embarkation was suspended for a short time, and under the orders of Major-General Polk I proceeded with my staff aboard the steamboat *Prince* to cross over and rally the large body of troops then on the opposite side of the river, and attack the enemy in the flank. Just as I was in the act of going aboard the steamer, not willing to lose the service of either one of my staff, I dispatched Lieutenant-Colonel Ashford, late of the Second Regiment Tennessee Volunteers, to inform Major-General Polk that I had placed the battery of Captain Melancthon Smith, of the Second Brigade of my division, in the rear of the town near the hospital, and to request him to send an order to Captain Smith to advance his battery to the river near the mill, and shell the camp and field before mentioned and at this time in the possession of the enemy, and I am happy to inform you that the order was executed in the most gallant and effective manner, and contributed not a little to the general success of the day.

Upon my arrival on the opposite side of the river I found the fragments of the Thirteenth Regiment Arkansas Volunteers, Colonel Tappan; Second Regiment Tennessee Volunteers, Colonel Walker, and Thirteenth Regiment Tennessee Volunteers, Colonel John V. Wright, formed and anxious to again confront the enemy. These regiments, with others, had already suffered severely in the engagement of the forenoon. In a few minutes these three regiments formed in line under my direction, the Thirteenth Arkansas in front, followed by the Second and Thirteenth Tennessee, and moved directly back from the river in the direction of the enemy's transports and gunboats, intending, if possible, to take them in flank. Advancing about a half mile I suddenly came upon about fifty mounted men, who were hailed and found to be Illinois Cavalry, and at the same moment and immediately in front I discovered a large body of troops, the Seventh Iowa and Colonel Logan's Illinois regiment, drawn up in line of battle. I immediately ordered my column forward and formed a line in a small ravine, the Thirteenth Arkansas on the right, flanked by the Second and Thirteenth Tennessee, with some detached companies from other regiments, and at once opened upon the enemy a most terrific fire, and which they

promptly returned, but under the rapid and galling fire of our columns the enemy soon wavered and were charged upon with the bayonet and completely routed, and under the continuous fire from our column in pursuit, were slaughtered from that point to within a few hundred yards of their gunboats lying more than 2 miles from the position in which we engaged them. Here it was that Captain J. Welly Armstrong fell while gallantly calling to his men to follow him in the pursuit of the dismayed and retreating foe.

In this engagement we recaptured several pieces of artillery, took 40 of the enemy as prisoners besides a large number killed and wounded. After the rout began I sent forward with the troops my adjutant-general, James D. Porter, jr., and returned in the direction of Columbus to meet my own command, for which I had sent my aid-de-camp, Major F. H. McNairy, so soon as I discovered the enemy posted in front. On my arrival near the river I met Major-General Polk, and reported in person the rout of the enemy and the successful operations of the forces under my command.

Colonel Smith in the meantime had succeeded in crossing the river with his brigade, and I immediately ordered him forward at double-quick, hoping to arrest the flying column of the enemy. On arriving at the dwelling house used by the enemy as a hospital for the wounded, General Polk came up with the head of his column, and remained with it until we arrived at a point directly opposite to the gunboats of the enemy, when, under his order, I directed Colonel Smith to move the heads of his command to the river above the boats of the enemy, and facing by the rear rank, throw his left below them. Seeing the boats in the act of moving off, Lieutenant-Colonel Wright moved the right wing of the One hundred and fifty-fourth to the right and immediately in front of the enemy, and finding them hurrying on board, deployed his command as skirmishers and opened a destructive fire on the enemy. The left wing of the One hundred and fifty-fourth, with Colonel Blythe's Mississippi regiment, both under Colonel Smith, charged down on the retreating boats and opened a fire upon them. Lieutenant-Colonel Miller of the First battalion Mississippi cavalry, with a part of his command joined us here, and having dismounted his command, rendered important service in the attack on the gunboats. Before making the attack on the enemy's boats I detailed Captain Fitzgerald, of Company F, One hundred and fifty-fourth Regiment, with 16 men as skirmishers, who, after the attack, rejoined the command, having killed 3 of the enemy and captured 8 prisoners; these, with 4 captured by Lieutenant-Colonel Wright's command, were delivered over to the proper authorities. I have no means of ascertaining the amount of injury inflicted on the enemy by this attack on his transports, but conclude from the coolness and deliberation of my men in taking their aim that the slaughter must have been considerable.

On my return from the attack on the gunboats I detailed a force to bring in the wounded and prisoners. I also ordered Captain White, of the Tennessee cavalry, to proceed down the lake and look after a body of the enemy who were supposed to have retired in that direction. He reported on the following morning that he captured 8 prisoners.

In concluding this report I beg leave to return, through the major-general commanding, my thanks to the officers and men under my immediate command for the coolness, courage, and gallantry exhibited in the engagement at Belmont. To the two gentlemen composing my staff—Major Porter and Major McNairy—I am much indebted for their zeal, promptness, and gallantry on the field, as I am also to John J. Campbell and Albot L. Robertson, two young gentlemen, members of my military family, acting as volunteer aids, both boys in years, yet exhibiting the spirit of veterans. For a detailed report of the operations of my own division of the army, I refer you to the copies of reports of Colonel Preston Smith, commanding the First Brigade; Colonel W. H. Stephens, commanding the Second Brigade, and Lieutenant-Colonel John H. Miller, commanding First Mississippi Battalion of cavalry, herewith forwarded.

Very respectfully, your obedient servant,

B. F. CHEATHAM,

Brigadier-General, Commanding Second Division.

Captain E. D. BLAKE,

Acting Assistant Adjutant-General.

Report of Brigadier-General McCown, C. S. Army.

HEADQUARTERS THIRD DIVISION,
Columbus, Ky., November 9, 1861.

In obedience to your instructions I have the honor to report the part my division (Third) took in the action of the 7th instant:

Early in the morning of the 7th my advance picket reported two gunboats and transports coming down the river, and soon afterwards that the boats had landed on the Missouri shore and were disembarking troops. I at once advanced Captain R. A. Stewart, Pointe Coupée battery, under the protection of Lieutenant-Colonel Kennedy, Louisiana battalion. The two gunboats dropped down the river and were at once engaged with Captain Stewart's battery and Captain Hamilton's siege guns. The battery below also opened upon the gunboats. After half an hour's engagement the boats were driven up the river. The major-general came upon the field and informed me that he anticipated an attack on this side.

In the meantime the enemy had landed a large force on the Missouri shore and soon after engaged the forces sent to reinforce Colonel Tappan, under the command of Brigadier-General Pillow. The enemy finally succeeded in reaching the river below Belmont and planted a battery that played upon our boats. The gunboats again dropped down the river. About the same time I received information from the general commanding that a large force was on their side of the river. I saw that the plans of the enemy were to prevent reinforcements from crossing the river. I sent an order to Lieutenant Humes to advance Captain Bankhead's battery to the shore and drive the Federal battery and troops from the position they had taken, but this had been effected, by an order already given by the major-general, by Captain Smith's battery and the rifled gun in the fort. The gunboat, after an hour's conflict, again retired,

after having come low enough down the river to throw shells into the works.

At about 11 o'clock I was informed that Colonel Marks' regiment, commanded by Lieutenant-Colonel Barrow, Colonel Marks commanding First Brigade, was ordered to cross the river, Colonel Marks commanding. I saw with pride and pleasure the noble and decisive part their regiment played in the action. I send enclosed Colonel Marks' report. Toward the close of the day, by order of the major-general, I sent Colonel Neely's (Fourth Tennessee) regiment and Colonel Scott, Twelfth Louisiana Regiment, across the river, commanded by Colonel Neely. These regiments crossed too late to take an active part in the action. The heaviest fire from the gunboats was against the batteries of Captain R. A. Stewart and Captain S. H. D. Hamilton, resulting from their advanced position. They and their men deserve credit for the effective service rendered. The heavy battery under the command of Major A. P. Stewart rendered effective service both against the gunboats and the enemy across the river. It is proper here to state that I advanced Colonel E. W. Gantt's Arkansas regiment, not properly belonging to my division, upon the Milburn road to repel any attack from that quarter, in the execution of which order Colonel Gantt came very near losing his life from the bursting of a shell.

I take pleasure in commending the gallant conduct of my staff, Lieutenant Balt. Barrow, acting assistant adjutant-general; Major George W. McCown, aid-de-camp; Major W. E. Dyer, quartermaster; Lieutenant G. P. Smart, adjutant artillery, who remained with me during the day, and Captain George T. Moorman, acting aid-de-camp, who were much exposed in the line of their duty, Major McCown and Captain Moorman on both sides of the river.

I regretted that I was deprived of the service of Major Bradford, adjutant-general, and Lieutenant Henry S. Foote, jr., aid-de-camp, who was absent under orders. Sergeant E. M. Ross was much exposed, and useful in bringing me accurate information.

Major Butler, of the Eleventh Regiment, fell mortally wounded in advance of his regiment. Lieutenant R. J. Alexander was killed, gallantly leading his men. Lieutenants R. R. Dennison and James Miller were wounded.

I send a list of the killed and wounded. I am happy to say that all my command, wherever employed, exhibited coolness and decision.

Very respectfully submitted.

J. P. McCown,
Brigadier-General, C. S. Army.

Captain E. D. BLAKE,
Acting Assistant Adjutant-General.

Report of Colonel Wright, C. S. Army, commanding Thirteenth Tennessee Regiment.

HEADQUARTERS THIRTEENTH TENNESSEE REGIMENT,
Columbus, Ky., November 8, 1861.

On yesterday morning at 9 o'clock, in obedience to orders, I caused my regiment to be formed and marched rapidly to a position in front

of headquarters of Brigadier-General Pillow. From thence I was ordered on board the steamer *Prince*, and conveyed across the river to the Missouri shore, where I was met by General Pillow, who ordered me to form my line as rapidly as possible on the extreme left and immediately to the left of Watson Battery of artillery. This last order was promptly obeyed by marching the regiment to the distance of three-quarters of a mile to a position where we found the battery already posted. I was ordered by General Pillow in person to detach from my command a company to be sent to the left and posted on a road leading down the river. I accordingly, through Lieutenant-Colonel Vaughan, detached Company A, under the command of Lieutenant Matt. Rhea for that purpose. I was then ordered by General Pillow to hold my position, and if the firing on the right (which had already commenced) should continue for any considerable time to move my regiment up to the right. My regiment was posted on an open field near the edge of the woods, and on ground considerably elevated. It was about 10 o'clock in the morning when I took my position on the field, and had been there but a short time until I was actively engaged by the enemy, who were posted behind the woods in my front. Though only about 80 yards in front of me, the obstructions were so numerous that the enemy could not be seen. My men returned the fire almost immediately and stood their ground, bravely defending their position, though the killed and wounded were falling thick and fast on every side.

* In a very short time after the attack commenced on me I heard a heavy fire of musketry on my left, and knew that Lieutenant Rhea with his command was engaging the enemy. I immediately communicated this intelligence to General Pillow, meantime holding my position, my men receiving and returning an incessant fire. This was kept up for near an hour and a half, when I ordered Lieutenant-Colonel Vaughan to report to General Pillow that my ammunition was nearly exhausted and that my men were suffering greatly from the fire of the enemy. Colonel Vaughan returned and brought with him orders from General Pillow for my regiment to retire. I gave the order and the [regiment] retired to near the river, where some confusion occurred, and a portion of the regiment went up the river, led by Colonel Vaughan, and the balance followed me up the bank of the river, taking protection from the artillery under the bank of the river. The two lines were united again at the upper landing, where I was ordered by Colonel J. Knox Walker, commanding brigade, to fall in with my command on the left of the Second Tennessee Regiment and proceed to charge the enemy. This was done most promptly, and in a short time we found ourselves in the presence of the enemy, who were moving to the right. We formed line rapidly and poured a most destructive fire upon them, my men shouting and huzzaing as they rushed on to the charge.

At this time I was on foot, having had my horse shot under me in the previous engagement. Here a great number of the enemy were killed and wounded and a great many prisoners captured. Soon after this I was ordered by General Pillow to halt my regiment and march back to the river with the prisoners, resupply my men with ammunition, and wait there for orders. I gave the order, but owing to the noise a large number of my men did not hear the command, and only a portion halted, the others continuing in pursuit of the flying

enemy until they made their escape on the boats. They returned, bringing with them many more prisoners.

My loss was about 149 in killed, wounded, and missing; that is to say, 25 noncommissioned officers and privates and 2 commissioned officers killed, 73 privates wounded, and 49 missing. Most of those missing are from the company (A), which was sent out under Lieutenant Rhea as skirmishers, and are supposed to have been captured by the enemy, attempting to rejoin the regiment. Captain Burton, of Company A, was not in command of his company on account of sickness, but he was on the field near his men, and Lieutenants Rhea and Middlemas were both killed, fighting bravely. Captains Wisdom, Wilkins, Morgan, Pittman, and Latta were wounded, but not dangerously. Adjutant Morgan was slightly wounded in the arm, as was Surgeon J. A. Forbes. Lieutenant-Colonel Vaughan had two horses shot under him, and exposed himself, most gallantly discharging his duties. Lieutenant Arnold, of Company A, was slightly wounded in the breast. Lieutenant Edwards, of Company I, was wounded.

I feel that it is due I should mention the names of H. H. Falls and Arch Houston, citizens of Tennessee, and Charles L. Roberts, citizen of Alabama, who were here temporarily and who fell into the ranks and fought with the regiment during the engagement. Mr. Houston was wounded in the face by the bursting of a shell, and Mr. Roberts was killed early in the engagement.

I can not speak in terms of praise too high were I to attempt to do justice to the gallant officers and men under my command. Though unused to war, and in their first engagement, they stood and received a fire from the enemy which might have made veterans quail, and did not abandon their position until their object was accomplished, and they were ordered by General Pillow to retire. To mention all the individual acts of bravery and gallant bearing would make this report too lengthy. Suffice it to say that all, officers and men, behaved themselves bravely and coolly, and to my entire satisfaction.

Respectfully, your obedient servant,

JNO. V. WRIGHT,

Colonel, Commanding Thirteenth Tennessee Regiment.

Colonel J. KNOX WALKER,

Commanding First Brigade, First Division.

General Order of Major-General Polk, C. S. Army, commanding.

GENERAL ORDERS, {
No. 20.

HDQRS. FIRST DIV., WESTERN DEPT.,
Columbus, Ky., November 12, 1861.

The major-general commanding, with profound acknowledgment of the overruling providence of Almighty God, congratulates the officers and soldiers under his command on the glorious victory achieved by them at Belmont, on the 7th instant. The battle began in the morning, under disadvantages which would have been discouraging to the most veteran troops, yet the obstinate resistance offered by a handful of men to an overwhelming force must long be a lesson to them, and the closing scenes of the day, in which a routed enemy was vigorously pursued and attacked in their gunboats will ever be

remembered in connection with that spirit of our people which has proclaimed in triumphant tones upon every battlefield, "We can and we will be free."

By command of Major-General Polk:

E. D. BLAKE,
Captain, C. S. Army, Act. Asst. Adj. Gen.

General Order of General Johnston, C. S. Army.

GENERAL ORDERS, {	HEADQUARTERS WESTERN DEPARTMENT,
No. 5. }	<i>Bowling Green, November 30, 1861.</i>

The general has been impatient for reports of the battle of Belmont. They have been received, and he pronounces the work well done.

To Major-General Polk, who formed troops capable of such actions, and whose disposition prepared them for such a victory; to Brigadier-General Pillow, who so skilfully led, and to the officers and soldiers who so gallantly followed that lead over a hard contested field to complete success, his thanks are due and his congratulations heartily given.

This was no ordinary shock of arms. It was a long and trying contest, in which our troops fought by detachments, and always against superior numbers.

The 7th of November will fill a bright page in our military annals, and be remembered with gratitude by the sons and daughters of the South.

A. S. JOHNSTON,
General, C. S. Army.

Report of Captain B. J. Butler, commanding Steamer *Prince*.

CORINTH, MISS., *April 2, 1862.*

I was present at the battle of Belmont; was in command of the *Prince* as captain. Went over to the battle field about 9:30 o'clock with a part of General Pillow's staff and staid upon the battle field until about 11:30 or 12 o'clock, when I left, having been sent over to General Polk by General Pillow. I was sent to General Polk with a message from General Pillow to the effect that he must have ammunition and reinforcements or he must withdraw his forces from the field. Ammunition had been sent for and brought over to the battle field by my boat, the *Prince*, previous to my being sent by General Pillow. This ammunition was lying in boxes on the bank near the water's edge when I started with the message of General Pillow to General Polk about reinforcements and ammunition.

I delivered the message from General Pillow to General Polk at about 12 or 12:30 o'clock, when he was standing upon the bank with his staff on the Columbus side of the river. As soon as I delivered the message to General Polk he sent off one of his staff to have the ammunition put on my boat. I immediately took it across the river. I suppose I was not kept waiting for the ammunition more than ten

minutes. When I was crossing the river with the message from General Pillow to General Polk I met the *Charm* and the *H. R. W. Hill* going across to the battle field with reinforcements.

Colonel Dougherty, of the Federal Army, about the close of the battle, was brought on my boat very badly wounded and evidently expecting to die. In answer to a question which I asked him, as to how the battle had gone, his remark was that we had routed them and whipped them like dogs. I asked him that if it was a fair question I would like to know how many men the Federals had on the field, and he told me between 7,000 and 8,000. I learned afterwards from him that he was acting brigadier that day.

Very respectfully,

B. J. BUTLER.

General L. POLK.

Report of Captain W. L. Trask, commanding Steamer *Charm*.

COLUMBUS, KY., February 14, 1862.

SIR: In answer to the following questions propounded by you, to wit, What service did you perform with the steamer *Charm* on November 7, 1861; also, at what time did you land certain troops? I beg leave to make the following report:

At 8 o'clock on the morning of November 7, 1861, being in command of the steamer *Charm*, and lying at the wharf or landing at Columbus, having arrived that morning from below, and just finished discharging our load, I received orders from headquarters to get up steam and hold myself in readiness for any emergency that might arise, as the enemy were reported landing in Lucas Bend, a short distance above, and an immediate attack was expected. A few minutes later we received orders from the quartermaster to transport a quantity of commissary stores across the river to Colonel Tappan's (Thirteenth Arkansas) regiment. This duty I performed without delay.

At this time several regiments of troops were embarking on board the steamers *Prince* and *H. R. W. Hill* for transportation across the river. Upon our return to Columbus, after delivering the commissary stores, at 9 a. m. Dr. W. S. Bell and staff, of the medical department, embarked on board the *Charm*, and desired to be taken across the river. A number of soldiers belonging to the different regiments already taken over also came on board at that time and crossed over with the surgeons. They (the soldiers) numbered about 150, and were parts of different companies and regiments left behind by their commanders from the other steamers.

Upon our landing at 9:30 a. m. on the Belmont side, at the point afterwards occupied by the enemy—the battle having already begun and now raging furiously, with the report of musketry gradually coming nearer the river—we found on the river bank a number of our wounded soldiers, and I immediately ordered them to be taken on board to be transported across to Columbus. Upon landing on the Columbus side, and after the wounded had been put on shore, at 11 a. m. Colonel Marks' (Eleventh Louisiana) regiment began to embark on the *Charm*. After they were on board we took on a quantity of ammunition and one company of Colonel Logwood's cavalry,

causing some delay. We, however, succeeded in getting away from the landing at 11:30 o'clock, and crossed the river under a heavy fire from the enemy's cannon, they having at this time driven in our forces, planted their batteries on the river bank, and directed them particularly at our boat, and they were otherwise engaged in burning our tents and destroying our camp, with no one that we could perceive at the time engaging them except the batteries from the Columbus side.

Upon landing at 12 m. on the Belmont side, and at a point about 400 yards above the position occupied by the enemy's battery—at that time playing on our boat—we found the landing obstructed by our disorganized forces, who endeavored to board and take possession of our boat, and at the same time crying: "Don't land!" "Don't land!" "We are whipped!" "Go back!" etc. We, however, succeeded in landing six companies of Colonel Marks' regiment, when the disorganized troops previously spoken of made a rush on our boat and forced me to give the order to back the boat from the landing, leaving my stage planks on the river bank and still having on board the remaining four of Colonel Marks' regiment; also Colonel Logwood's company of cavalry. At this juncture I moved up the river some 200 yards, intending to effect a landing of the remaining companies of Colonel Marks' regiment by letting them jump from the guards of the boat when she touched the bank. This I accomplished successfully, but found myself unable to land the cavalry company for want of stage planks and the repeated efforts of our disordered troops to board the steamer.

I now concluded to recross the river to the Columbus side and allow the cavalry to embark on some other boat or borrow stage planks from some other steamer. I succeeded in doing the latter through the kindness of Captain Lodwick, of the steamer *Kentucky*. Upon crossing the river to Columbus, after landing Colonel Marks' regiment, the enemy's cannon still being directed upon us, we were struck several times by their shot. One ball, in passing through the boiler deck, tore off several splinters, one of which prostrated one of the pilots, Mr. Cayton, stunning him severely, but not otherwise injuring him. A lady close by, who had refused to go on shore, but had persisted in staying aboard to assist and relieve the wounded, coolly assisted him to arise, and did not show the least evidence of fear during the entire day. No other person was hurt on our boat. In this connection I will state that the entire crew, with one exception, behaved gallantly and assisted me in managing the boat, each man attending to his peculiar duties well under all the trying circumstances of the day and in a very efficient manner. With the exception above mentioned every man did his duty nobly.

We now landed a short distance below the foot of the bluff, but being still an especial mark and an excellent target for the enemy's artillery, we obeyed an order from the commanding general and moved some distance higher up. Finding it impossible to select a suitable landing for the successful embarkation of the reinforcements then in waiting, we again moved down the river to a point near the foot of the bluff and alongside the steamer *Kentucky*, when we took on board a part of Colonel Blythe's (Mississippi) battalion and Colonel Smith's (Tennessee) regiment, under the commanding general's

especial direction. On our attempt to back out from the landing after the troops were on board we found ourselves hard aground, and we delayed until the steamer *Prince* came to our assistance and succeeded in pulling us off. We now crossed over the river and landed the troops and cavalry on the Belmont side. This was about 2 p. m., and in time to join in the pursuit of the enemy, now in full flight from the battle field, having been first turned by Colonel Marks' regiment, landed from the steamer *Charm* the trip previous. After the troops were landed we began taking on the dead and wounded and some prisoners, among the latter of whom were Major McClurken, of the Illinois troops, and Adjutant Boler; also a Yankee flag was brought in, displayed on our jack staff, to the great delight of our people.

We continued to work until midnight, when we were ordered down the river after corn by the quartermaster, working all night, the day following, and the next night without cessation.

Upon our return to Columbus after our trip for corn, we were permitted to rest and clean out the boilers of the steamer, now very much in need of that service from their constant use for more than ten days.

I have made the foregoing statement and report in answer to your queries, and I trust that it will meet with your approval and approbation.

With the highest regard, I am, very respectfully, your obedient servant,

W. L. TRASK,

Late Commander Confederate Steamer Charm.

Major-General LEONIDAS POLK,

Commanding, Columbus, Ky.

Report of Brigadier-General Smith, U. S. Army, referring to conditions in the Tennessee and Cumberland rivers.

HEADQUARTERS U. S. FORCES,
Paducah, Ky., November 8, 1861.

SIR: In my report of the 6th instant, in relation to the forces of the enemy, I accidentally overlooked in my notes the works on the Tennessee and Cumberland rivers.

The more important is Fort Henry, 71 miles up the Tennessee, just at the State line. It is a strong earthwork on the water front, but not nearly so strong on the land side. It has three 24 or 32 pounders, one or two 8-inch columbiads, and the remainder of field guns, in all, from 14 to 16; its garrison was, two weeks since, about 1,200. They have been under apprehension of attack from here for the past two weeks.

Some 8 miles above Fort Henry the enemy has been for many weeks endeavoring to convert river steamers into iron-plated gunboats. This fort is an obstacle to our gunboats proceeding to look after such work.

I sent an intelligent person to see what progress had been made on these gunboats, but he was captured. It is my only weak point (this river), made so by the use of gunboats.

The *Conestoga*, gunboat, admirably commanded by Lieutenant Phelps, of the Navy, is my only security in this quarter. He is constantly moving his vessel up and down the Tennessee and Cumberland. From the latter river he came in this morning, having gone into the State of Tennessee as far as Dover, where the enemy have a work called Fort Gavock, or Fort MacGavock, or something else, usually called Fort Gavock [Fort Donelson]. He could not give me an idea of its armament.

I mention these things because it is a favorite idea announced on the other side that Paducah is to be attacked from three quarters at once, one quarter being by one or both rivers.

I enclose General Grant's telegram to me of his affair at Belmont yesterday.

Nothing yet heard from my commands sent in the direction of Columbus.

Very respectfully, your obedient servant,

C. F. SMITH,
Brigadier-General, Commanding.

The ADJUTANT-GENERAL,
Headquarters of the Army, Washington, D. C.

Order of Captain Foote, U. S. Navy, to Commander Dove, U. S. Navy, to assume command of the steamer Maria Denning.

ST. LOUIS, November 8, 1861.

SIR: You will take command temporarily of the steamer *Maria Denning*, destined to carry provisions and stores, etc., to Cairo, and to remain there as a receiving ship.

Respectfully, your obedient servant,

ANDREW H. FOOTE,
Captain, U. S. Navy, etc.

Commander B. M. DOVE, U. S. Navy,
St. Louis, Mo.

Order of Brigadier-General Grant, U. S. Army, to Captain Foote, U. S. Navy, to furnish statement regarding gunboats.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, November 13, 1861.

SIR: Will you please send, as soon as possible, a statement of the condition and armament of your gunboats?

Very respectfully, yours, etc.,

U. S. GRANT,
Brigadier-General, Commanding.

Captain WALKE,
Commanding Flotilla, Cairo, Ill.

Appointment of Captain Foote, U. S. Navy, as flag-officer, commanding U. S. naval forces on Mississippi River and tributaries.

NAVY DEPARTMENT, November 13, 1861.

SIR: You are hereby appointed flag-officer in command of the U. S. naval forces employed on the Mississippi River and its tributaries.

I am, respectfully,

GIDEON WELLES.

Flag-Officer ANDREW H. FOOTE,
Comdg. U. S. Naval Forces on
Mississippi River, St. Louis, Mo.

Report of Captain Foote, U. S. Navy, transmitting list of officers for the gunboat service.

ST. LOUIS, November 14, 1861.

SIR: I have the honor to enclose a list * of officers I have appointed for the gunboat flotilla under my command in the Western waters, up to date, inclusive. I have not the full complement yet, but hope to have all appointments made before the gunboats are ready.

I intend as a complement for each of the seven gunboats the following class of officers, viz:

Four masters, 2 pilots, 1 assistant surgeon, 1 acting paymaster, 1 chief engineer, 3 assistant engineers, 1 gunner, 1 carpenter, 1 armorer, 2 master's mates.

For the gunboat *New Era* the same complement.

For the gunboat *Benton*, which will be the largest and most effective war vessel of them all, carrying a larger battery from the larger tonnage and lighter draft of water, there must necessarily be a greater complement in some of the grades of officers and men required than in the seven new gunboats.

This vessel, the *Benton*, as she is the most formidable, with lighter draft, and possesses qualities altogether beyond those of any of the other gunboats, I have selected as the flag-steamer.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Brigadier-General M. C. MEIGS,
Quartermaster-General, Washington, D. C.

P. S.—The mortar beds are at a stand. I have telegraphed to ascertain from you whether I shall have these made here, as they will not be prepared in time at Pittsburg. Please give me orders in reference to them.

A. H. F.

* This list is in Foote Papers, No. 4749.—COMPILER.

Report of Commander Porter, U. S. Navy, commanding U. S. S. New Era, referring to proposals made to General Grant looking to an attack upon the enemy at Columbus, Ky.

U. S. GUNBOAT NEW ERA,
St. Louis, Mo., November 15, 1861.

SIR: On the 13th of October last I made a reconnoissance of the enemy's force and batteries at the Iron Bluff [Bank] near Columbus, Ky. I took drawings and plans and ascertained that the enemy were throwing troops across the Mississippi River on the Missouri shore. On my return to Cairo I laid these plans before General Grant, the commanding general at that point, and urged upon him the necessity of attacking their troops with a combined army and naval force, and took great pains to impress on his mind the absolute necessity of having the *New Era* detailed for the attack, as she was armed with 9-inch guns and her sides being of sufficient thickness to resist the enemy's shot. I recollect distinctly stating to General Grant that the presence of the *New Era* will insure a victory—her absence a defeat. I send to you a plan and drawing also. Also subsequently to the above I laid the same plans before General Smith, at Paducah, and Colonel Buford, urging them to try and induce General Grant to make the attack and keep the *New Era* for that purpose. On November 1, I received a letter or note from General Smith directing me to proceed to St. Louis. On my way I communicated with Commander Walke and gave him a copy of my plan. At about 1 p. m. of the same day I passed Cairo and communicated, and was about five hours in sight. On that Saturday afternoon I anchored 15 miles from Cairo and sent word to General Grant by a steamer of my position, informing him if the *New Era* was wanted for any purpose, or there was a necessity for her return, I could do so in one hour and a half, and that I would not leave my anchorage before Sunday morning. I spoke the steamer *Louisiana* and sent word to General Grant that I was but 18 miles off and could return at short notice. I was then only steaming with low steam against the current at the rate of 2 miles per hour, as the water was low and I was feeling my way.

In all my conversation with General Grant he stated that he could not make any attack on the point specified, but admitted the necessity of the presence of the *New Era*.

I have the honor to be, most respectfully, your obedient servant,

W. D. PORTER,
Commander.

Commander A. H. FOOTE,
Comdg. U. S. Gunboat Flotilla on the Western Waters.

[Endorsement.]

Forwarded at the request of Commander Porter, that it may be placed on file at the Navy Department.

A. H. FOOTE,
Captain.

Request from Brigadier-General Grant, U. S. Army, to Captain Walke, U. S. Navy, commanding U. S. S. Tyler, for the presence of that vessel at Cairo.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, November 15, 1861.

CAPTAIN: The *Lexington* requiring some work done, which will require the putting out her fires, and requiring here at all times an available gunboat, I would be pleased to have you bring down the *Tyler* until the *Lexington* is again ready for service.

Yours, etc.,

U. S. GRANT,
Brigadier-General, Commanding.

Captain H. WALKE,
Commanding Gunboat *Tyler*, Mound City, Ill.

Letter from the Quartermaster-General U. S. Army, to Captain Foote, U. S. Navy, referring to the construction of vessels.

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, November 15, 1861.

DEAR CAPTAIN: I regret the bad promise of the gunboats in regard to draft.

I can not advise you at this distance how to remedy the evil. One boat fitted up would show its extent and enable you to determine the best means of remedy, if any be needed.

As for the mortar boats, I have written to you that the appropriation can not meet the cost. They were never intended. I see Mr. Adams wrote a letter for Lieutenant Porter [which] calls for forty more tugboats—small propellers.

Money is wanting. I am informed here that General Halleck has full instructions, and I hope will bring order out of all this.

In the meantime use your own discretion as to alterations of construction. We relied upon the naval constructor who modeled these gunboats. I still hope he has not blundered.

Yours, very truly,

M. C. MEIGS,
Quartermaster.

Captain A. H. FOOTE, U. S. Navy.
Commanding gunboats.

[Telegram.]

WASHINGTON, November 15, 1861.

General Halleck has instructions in regard to mortar boats. Refer to him.

M. C. MEIGS,
Quartermaster-General.

Captain A. H. FOOTE, U. S. Navy.

[Telegram.]

NAVY DEPARTMENT, *November 15, 1861.*

SIR: On to-morrow, 16th, 500 seamen will leave Washington, per railroad, for Cairo, under command of Captain R. Wainwright, to report to you.

I am, respectfully, etc.,

G. V. Fox,
Assistant Secretary.

Flag-Officer A. H. FOOTE,
Cairo, Ill.

[Telegram.]

ST. LOUIS, *November 16, 1861.*

Five hundred men leave Washington to-day for Cairo. See General Grant and make best arrangements you can for them until the receiving ship arrives. Will send paymaster to-day.

A. H. FOOTE,
Captain.

Commander ROGER PERRY,
Cairo, Ill.

Order of Captain Foote, U. S. Navy, to Commander Perry, U. S. Navy, to arrange for the reception of seamen from Washington, D. C.

ST. LOUIS, *November 16, 1861.*

SIR: There are 500 men to leave Washington for Cairo this morning. They may arrive on Monday. Have the best arrangements made you can until the receiving ship arrives, which I hope to get off to-morrow.

See General Grant about the matter, also Captain Graham.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander ROGER PERRY,
St. Charles Hotel, Cairo, Ill.

Order of Captain Foote, U. S. Navy, to Commander Winslow, U. S. Navy, to proceed to Cairo, Ill., in charge of the new gunboat St. Louis.

ST. LOUIS, *November 16, 1861.*

SIR: You will please repair on board the new gunboat *St. Louis*, with a file of 25 men from the receiving ship, and proceed in that vessel to Cairo, Ill., guarding and protecting her and the public property on board.



The *St. Louis* is still in charge of the constructor, and not yet accepted by the Government, and therefore you will only see her safely taken to Cairo, where she will remain in the constructor's charge. You will, however, direct Commander Perry or Stembel, or Commander Dove, on his arrival with the storeship, to have a guard placed on board the *St. Louis* to protect the public property.

After discharging these duties you will return to St. Louis and report yourself to me.

You will procure passes for the officers to return, telling one master and one master's mate to remain, in case they are wanted. Return your men to the receiving ship at Cairo.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander JOHN A. WINSLOW, U. S. Navy,
St. Louis, Mo.

Order of Captain Foote, U. S. Navy, to Commander Dove, U. S. Navy, to proceed to Cairo, Ill., in the steamer Maria Denning, to protect public property on board that vessel.

ST. LOUIS, [Mo.], November 16, 1861.

SIR: You will proceed in the receiving ship *Maria Denning*, with the guns, beds, stores, etc., on board, guarding carefully the public property to Cairo, Ill.

Captain Carroll, the owner of the *Maria Denning*, will have the responsibility of taking the steamer to Cairo, so far as her navigation and exposure to fire or other disasters, except guarding and protecting her from the public enemy, are concerned. You will therefore render Captain Carroll all necessary assistance to have the steamer safely taken to Cairo.

On your arrival there you will communicate with General Grant, the commanding general of that division of the Army, informing him that your vessel is to remain there as a receiving ship.

You will also let your men and officers render Commander Perry any assistance he may want in receiving and making good storage for his stores intended for the gunboats.

You will also receive the men and a portion of the officers to be transferred to you by Commander Winslow on his arrival in the gunboat *St. Louis*. You will also receive aboard of your vessel the draft of 500 men to be sent this day from Washington.

Very respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander B. M. DOVE, U. S. Navy,
Commanding Receiving Ship Maria Denning, St. Louis, Mo.

Order of Captain Foote, U. S. Navy, to Commander Stembel, U. S. Navy, commanding U. S. S. Lexington, to convoy the steamer Maria Denning to Cairo.

ST. LOUIS, MO., November 18, 1861.

SIR: You will proceed to Cape Girardeau and give convoy to the receiving ship *Maria Denning*, which will leave here to-morrow for Cairo.

Consult General Grant, and inform him that I want you to go on this duty, as the steamer has our guns and valuable ordnance stores on board.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, U. S. Navy, etc.

Commander R. N. STEMBEL,
U. S. Gunboat *Lexington*, Cairo, Ill.

Letter from Captain Foote, U. S. Navy, to Brigadier-General Curtis, U. S. Army, requesting a guard for the new gunboat St. Louis.

ST. LOUIS, November 18, 1861.

GENERAL: I respectfully request that a guard, consisting of one lieutenant and twenty-five men, with corresponding arms and ammunition, and with rations for one week, may proceed with the new gunboat *St. Louis* to Cairo, Ill., on or about the 20th instant. The specified time of her leaving will be announced as early as possible.

Will you direct the lieutenant in charge to report to Commander Winslow, who is in command of the gunboat?

I have the honor to be, your obedient servant,

A. H. FOOTE,
Commanding U. S. Naval Forces, Western Waters.
Brigadier-General CURTIS,
Commanding, St. Louis, Mo.

Order of Captain Foote, U. S. Navy, to Commander Carter, U. S. Navy, regarding the shipping of men from Erie, Pa., for the gunboat service.

ST. LOUIS, MO., November 18, 1861.

SIR: Your letter of the 12th instant, referring to shipping men for the gunboat flotilla, has been received. I have directed our quartermaster, agreeably to your request, to send you \$200, for which please account to him in vouchers.

We shall require at an early day about 1,000 men from you, having now but 600, and shipping but slowly at Chicago and Milwaukee.

I am greatly obliged to you for drilling the few men you already have, and, so far as this can be done in the future, without detaining the men, I hope it will be continued.

Very respectfully, your obedient servant,

A. H. FOOTE,
Commanding Gunboat Flotilla.

Commander JOHN C. CARTER,
Commanding U. S. S. *Michigan*, Erie, Pa.

Letter from the Assistant Secretary of the Navy to Captain Foote, U. S. Navy, regarding difficulty of securing recruits.

WASHINGTON, D. C., November 19, 1861.

MY DEAR FLAG-OFFICER: We have sent you off 500 men, but I am inclined to think it is all we can do. You may have Carter's rendezvous, as we wrote you. Every means is being used to recruit, but the large number of vessels put afloat absorbs them. Be sure that you shall have the first 50 men to spare from this coast, but as it looks now it will be impossible. If you wish or can spare any officer, drop me a private note, for we are ashore for commanders. We shall not disturb you unless you agree, but rather go into the merchant service.

I made several calls upon the War Department about the money, and they tell me it was remedied.

What a magnificent piece of seamanship Du Pont has given us; it wipes out the disgraceful transaction on board the *Richmond* in the Mississippi. Wise showed me your note about the gunboats. I suppose if they barely float they may do, unless they draw too much water. It will be a blow upon the Navy if they fail. Can't these camels be made of rubber to lift them over?

Most truly, your friend,

G. V. Fox.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding an engagement at Canton, Ky.

U. S. GUNBOAT CONESTOGA,
Paducah, Ky., November 19, 1861.

SIR: General Smith received a dispatch on the afternoon of the 15th instant with a request from General Sherman that a gunboat might be sent up the Ohio to Uniontown, Ky., and, at the request of the former, I proceeded to that place with this boat and remained there all day of the 16th, sending out a scout to ascertain if there was a force of rebels in the vicinity or approaching that point. I could hear nothing of such force or learn of any necessity for remaining there, and accordingly, in the evening, got underway and descended to the mouth of the Cumberland and, thence, proceeded up that stream into Tennessee as far as the fort near Dover permits us to pass.

I have already several times gone up there, and upon the last occasion, 7th instant, had been fired upon all along the river in Tennessee by riflemen concealed in the woods. This was specially the case in passing Tobacco Port, both ways, and on coming down I dislodged the fellows, wounding one. I then sent word to the citizens of that place that I would not suffer such warfare and would destroy their town if it was repeated in its immediate vicinity; that men not regularly in service I would treat as murderers. I also sent word to Tennesseans along the bank that I would thereafter seize their wood, etc., if I found them lying convenient for the use of rebel vessels. On this last trip there was no firing and the wooding facilities for steamers were removed. I was also pleased to see that the

people of Tennessee remained in their homes and did not flee to the woods as formerly, impressed with the belief that we were state-prison felons let loose upon them to ravage their homes, as has been industriously circulated in all that region by secession organs and leaders. From what I can learn by conversing with all classes I am satisfied there are numerous citizens of that portion of Tennessee who secretly rejoice in seeing the national flag brought to their State.

We remained at anchor near the State line overnight, and yesterday descended the river. On touching at Canton, Ky., I observed the people for the most part fled; but a German came down to the river bank and told me that 300 men with a piece of artillery brought from Hopkinsville had gone down the river 2 miles, prepared to erect an earthwork, and intending to attack us. Instead of 2 miles, the piece was placed just in the outskirts of the town on a wooded point, formed by a deep gully running nearly parallel with the river, and close upon the bank, while the gun was concealed from view, till we were actually upon it, and it could be seen but a few yards from above or below. It was fired upon us at less than 50 yards distance. Though going slow and the vessel was rounded to, using the stern gun as it came to bear, we did not get back to the point till the rebels had succeeded in dragging the piece into the gully, if, indeed, it did not recoil into it when fired. I used canister to clear the woods and log houses from which they kept up a sharp fire of small arms; but the ravine affords such a perfect cover that before I could clear the woods sufficiently to throw a force on shore to capture the gun, we saw it dragged off by horses a half mile back and from whence the rebels again fired upon us. They were quickly dislodged from there, as well as elsewhere, and driven back over the hills.

I am thus particular, because I feel extreme chagrin that I did not succeed in securing the cannon. I could have done this had I at a glance been able to see the exact character of the land. The rebels did us no damage except carrying away one of the chimney guys and making holes in the chimneys.

I regret to report that James B. Bolton, seaman, was accidentally shot on the 17th instant by discharge of a musket with which one of the men was exercising, and both of his feet terribly torn to pieces. If he gets well it will be to find himself permanently crippled. I have placed him in a hospital here.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Captain A. H. FOOTE, U. S. Navy.

Commanding Naval Forces, Western Rivers.

[Telegram.]

CAIRO, November 20, 1861.

Arrived safely. Met *Lexington* at Town [Tower] Island. Five and a half feet of water on the bar south of Hat Island.

B. M. DOVE,

Commanding Steamer M[aria] Denning.

Commodore FOOTE,

30 W. Fifth [Street].

[Telegram.]

CAIRO, [November] 20, 1861.

Maria Denning arrived at 9 a. m.; all of her cargo is on the wharf boat except the guns, which await the movements of the commissary stores. Had it not been for the gunboats, Jeff. Thompson would have sunk or captured the *Maria Denning*, as he was seen on the bank by the *Lexington* at Price's Landing, with from two to four hundred cavalry. I would have telegraphed General Grant's and the *Tyler's* movement, but was informed he had done so. *Platte Valley* was brought to by Jeff. Thompson and two passengers taken prisoners; her captain and clerks were arrested at Cape Girardeau and the boat tied up. Have just received telegram from Commander Wainwright.

[Commander R. PERRY.]

Commodore A. H. FOOTE, U. S. Navy.

Report of Commander Dove, U. S. Navy, announcing the arrival of the steamer Maria Denning at Cairo, Ill.

STEAMER MARIA DENNING,
Cairo, November 20, 1861.

SIR: I have the pleasure of reporting the safe arrival of this vessel, at 9 a. m.

We were delayed by fogs for two mornings, and grounded on the bar a little south of Hat Island, where we found only $5\frac{1}{2}$ feet water. It delayed us about two hours.

The *Lexington* met us at Tower Island. On arriving at [Cape] Girardeau, Captain Stembel reported that Jeff. Thompson, with a large force intended to cut us off somewhere near Price's Landing, a little below Commerce. Before nearing that place I mounted two of the 32-pounders and I got them in position on the starboard bow, but the wind blew so hard and made the two vessels so difficult to handle, that I could not get the *Lexington* alongside for a supply of ammunition.

A little below Girardeau we were joined by the *Tyler*, Captain Walke, also met the *Aleck Scott*, with General Grant and staff, one regiment, and a company of artillery. The object of this force was to cut off Thompson in case he should come down with the idea of cutting us off.

We ran on till dark without seeing him, and all four steamers made fast for the night at Illinois Point.

The 500 men from Washington have not yet arrived.

After reporting to General Grant, and consulting with Commander Perry, we have begun to discharge the stores and provisions, but will retain the guns and shot until further consideration. As you are very anxious about the vessel and her valuable freight, I requested General Grant to allow me to telegraph her arrival; which I did in his office.

Very respectfully, your obedient servant,

BENJ. M. DOVE,
Commander.

Commodore A. H. FOOTE,
Commanding Mississippi Flotilla, St. Louis, Mo.

Unofficial letter from Captain Foote, U. S. Navy, to the Quartermaster-General, U. S. Army, regarding preparation of vessels for the Western waters, and transmitting copy of letter sent to Mr. Eads.

Private.]

ST. LOUIS, MO., November 20, 1861.

DEAR GENERAL: I have your official and unofficial letters of the 15th instant.

I have in anticipation of your suggestion "fitted up," by placing the armament, etc., on board of one gunboat, and find that weight forward of the center of gravity lessens her draft 3 or 4 inches; and the clearance abaft the wheel is more free than I anticipated. We must make them do the work for which they were designed.

Of the mortar boats, I awake in the morning (figurately speaking) with one [on] my heart. I have not, fortunately, committed myself in relation to them, although I have a written order from General Frémont to man, arm, and equip them. I never have thought favorably of these boats, either in construction or as an element of power. Still, as they were built, and the mortars (12) built, I concluded to move in the matter and kept you informed, or rather asked your authority to go forward. I have had sympathy, and still have, for Mr. Adams, who I believe to be honest and efficient.

With regard to Commander Porter's asking or calling for forty more tugboats, I knew nothing till you informed me; I did not authorize it. It was done in my absence in Cairo. Still, we do really want at least six, and would like eight of these tugboats or propellers, as our steamers will have very little power and no means of getting off the bottom, as other river steamers have. I hope and earnestly entreat that you will let us have eight or at least six of the propellers; indeed, they are essential to us.

The *Benton* is worth any three of the new gunboats. She will draw a foot less water and works better, but she also wants a tug or propeller. Every officer here pronounces her the best gunboat in the Union. She will stand a good hammering. Rodgers was rather mistaken in her condition, and he would generously acknowledge it were he here. Our ship's carpenter, McGee, who, with a joiner I have from the New York navy yard, also says that in point of strength and other qualities they have never seen her equal. I trust that this vessel will be completed for the efficiency of my command, for she is invaluable to us. Upon a close scrutiny, I have increasing confidence in Mr. Eads, but intend to watch all that he does, irrespective of my estimate of his character. Referring to our master carpenter and joiner, who followed me here, I have sent them to all the boats to instruct, or rather to plan and superintend the work required in men-of-war, of which Mr. Litherbury, the superintendent, being a Western man, would know little or nothing.

You have no idea how much work is required to improvise, as we are doing, a navy here, with our limited means. I have worked incessantly, and, aided by two or three able assistants, have things in comparative shape. Still if we are late, and matters do not go well in all respects, I must bear the censure, as success is the only test of merit with the unreasoning public; but I mean to have matters all right so far as I can control them, and amid my dark and shady hours I really

appreciate your unofficial letter of the 15th, as affording evidence of your appreciation of my difficulties.

I have seen General Halleck, who naturally declines coming to any decision about matters until they are investigated.

Please excuse the length and freedom of this communication, as I could not, in an official letter, give as good an idea of our wants and our troubles, and believe me,

Respectfully and very truly, yours,

A. H. FOOTE.

Quartermaster-General MONTGOMERY MEIGS,
Washington.

We have not received the pistols promised by General [James W.] Ripley. I have had boarding pikes made, as well as passing boxes and other things here, at reasonable prices. I forward a copy of a letter just written to Mr. Eads.

A. H. F.

[Enclosure.]

ST. LOUIS, *November 19, 1861.*

SIR: In the early part of the present month I stated to you that, in my judgment, on account of the falling of the river and the advanced state of the season, it was necessary to have all the gunboats sent to Cairo by the 20th instant.

I must again renew my instructions, as far as I am authorized to give them without assuming any responsibility interfering with the contract, that the boats be sent to Cairo immediately, and there be completed, as I am apprehensive that any further delay will seriously endanger their getting over the several bars in the river.

The boats are now in a condition, I should judge, that will enable you to send them to Cairo immediately. I will furnish a guard for them and render you any assistance compatible with the terms and spirit of the contract, which requires of you to deliver them in Cairo.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

JAS. B. EADS, Esq.,
Contractor for gunboats, St. Louis, Mo.

Letter from Lieutenant Phelps, U. S. Navy, to Commander Walke, U. S. Navy, apologizing for delay in forwarding requisitions, and referring to operations at Belmont, Mo.

U. S. GUNBOAT CONESTOGA,
Paducah, November 21, 1861.

DEAR SIR: I have to make excuses to you for the delay in returning the special requisitions. I received the letter day before yesterday morning, when we were coaling and getting provisions on board to return to the Cumberland, where we had a brush with the rebels near Canton, as nearly as possible getting a gun away from them, and whither we wished to return in hopes of getting at more of them, as

there was considerable activity in their ranks all along the region of the river. In the hurry the requisitions were overlooked. Last night we arrived too late for the mail boat, though we endeavored to reach in time.

The requisitions sent to us were for the *Tyler*, but I concluded it was an accidental mistake in writing the vessel's name, and signed the requisitions calling attention to the mistake.

I congratulate you on the success of your part of the Belmont affair. I heard a regular rebel artillery officer compliment the fire of the *Tyler* and *Lexington* very highly. It was not right that I was not given a chance.

What asses the critics make of themselves about that affair. There was no [more] idea of attacking Columbus on this side than there was of firing at the moon, and the force that left here to go a certain distance only, raised the very devil and could have been taken by a small force; one regiment only was kept in organization. This is "entre nous;" robbing, stealing, shooting, etc., is the history. Under General Smith's eye, these fellows keep straight.

A fellow came to the river bank at Uniontown the other day and hurrahed for Jeff Davis, cursing, etc., shaking the while a navy revolver. I sent an armed party to arrest him, on the appearance of which the fellow took to his horse and raced through the streets of the place for the country, our men taking several shots at him as he went, without touching him, but hitting the horse, they say.

Respectfully and truly, yours,

S. L. PHELPS.

Commander H. WALKE, U. S. Navy,
Commanding Gunboat Tyler, Cairo, Ill.

Request of Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, for the presence of gunboats at Cairo.

HEADQUARTERS DISTRICT SOUTHEASTERN MISSOURI,
Cairo, Ill., November 21, 1861.

SIR: I am directed by Brigadier-General U. S. Grant to request that you report with gunboats at this place to-morrow at 9 o'clock a. m.

By orders:

JNO. A. RAWLINS,
Assistant Adjutant-General.

Captain WALKE,
Commanding Gunboat, Cairo, Ill.

Order of Captain Foote, U. S. Navy, to Commander Stembel, U. S. Navy, to proceed with two vessels to meet the gunboats at Cairo.

ST. LOUIS, Mo., November 22, 1861.

SIR: I have telegraphed you to proceed with your vessel and the steamer *William H. Brown*, or the *Bee*, up the river, to meet the two gunboats which I send to Cairo on Saturday (to-morrow). You had

better leave to-morrow (Saturday) morning and run up with the *B.* till you meet the gunboats, which I hope will be found near Hat Island. I have great anxiety about the draft of water of the boats, considering the low water in the river.

Let me hear of the arrival of the boats when you reach Cairo.

Very respectfully, yours,

A. H. FOOTE,
Captain.

Commander STEMBEL,
Lexington.

P. S.—Direct Lieutenant Bishop to be prepared to come to this place with Commander Winslow.

Order of Captain Foote, U. S. Navy, to Lieutenant Shirk, U. S. Navy, to proceed to Cairo in command of the U. S. S. Pittsburg and in company with the U. S. S. St. Louis.

ST. LOUIS, November 22, 1861.

SIR: You will repair on board the new gunboat *Pittsburg* with a file of 25 men from the receiving ship *Emerald*, and proceed in that vessel to Cairo, Ill., in company with Commander John A. Winslow, of the gunboat *St. Louis*, who will give you further instructions.

Respectfully, your obedient servant,

A. H. FOOTE,
Captain, etc.

Lieutenant JAS. W. SHIRK, U. S. Navy,
U. S. Receiving Ship Emerald, St. Louis, Mo.

[Telegram.]

CHICAGO, November 22, 1861.

Sent a draft of men this morning.

LEONARD PAULDING.

Captain A. H. FOOTE, U. S. Navy.

[Telegram.]

CAIRO, November 22, 1861.

Fourteen stragglers from the draft have come in. Captain Wainwright wished to be informed of the number.

B. M. DOVE.

Commodore FOOTE.

Order of Captain Foote, U. S. Navy, to Commander Winslow, U. S. Navy, commanding U. S. S. St. Louis, to proceed to Cairo.

ST. LOUIS, November 24, 1861.

SIR: In case the *Pittsburg* is not ready to go down the river by noon to-morrow, you will proceed with the *St. Louis*, gunboat, at 8 a. m., or as soon as she is ready, accompanied by the tugboat *Samson*.

After meeting the *Lexington* and *Bee*, they will accompany you clear of Hat Island, the shoalest place in the river, or at your discretion over any other shoal, even below Cape Girardeau, but send them immediately up the river again to Hat Island or above it, as the *Pittsburg* will probably follow you down on Tuesday morning, and will require the *Lexington* to convoy her down to Cairo, and the *Bee* to assist her over any difficult shoals. I want Lieutenant Wilson, 2 masters, and 15 men immediately, sent by *Aleck Scott*, or some other steamer, and have telegraphed Captain Dove to this effect. If he has not sent them, send them immediately on your arrival, except Lieutenant Wilson and the two masters, and return at once yourself, with all your pilots and officers, excepting engineers. Of the latter bring Mr. Fulton and also the crew of the *New Era*.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

Commander J. A. WINSLOW, U. S. Navy,
St. Louis, Mo.

[Telegram.]

ST. LOUIS, November 24, 1861.

The order to give over the *Graham*, wharf boat, was not countermanded, but suspended until a place could be procured for the commissary stores. I have ordered that it be turned over to you immediately.

C. McKEEVER.

Captain FOOTE, U. S. Navy.

Report of Commander Dove, U. S. Navy, regarding a shortage in the draft of men from Washington, D. C.

STEAMER MARIA DENNING,
Cairo, November 24, 1861.

SIR: By the general muster of to-day there are 58 men of the draft from Washington who did not answer to their names, and are scattered along the road between here and there.

I was in hopes of making a better return, as some 14 or 15 stragglers had come in since their arrival.

There is no likelihood of losing any more here, even if they had a disposition to desert. I am happy to say that no disposition of the

kind is exhibited, although they are not very comfortably protected against the cold and stormy weather we have had lately. The vessel is unsuitable for the purpose of a receiving ship.

The gunner's party of 40 men are at work this afternoon with the ammunition.

Very respectfully, your obedient servant,

BENJN. M. DOVE,
Commander.

Flag-Officer A. H. FOOTE,
Commanding Mississippi Flotilla, St. Louis, Mo.

Order of Captain Foote, U. S. Navy, to Commander Pennock, U. S. Navy, assigning him to duty as fleet captain.

ST. LOUIS, November 25, 1861.

SIR: I do hereby appoint you captain of the fleet of the U. S. gun-boat flotilla in the Western waters. You will also take charge of and attend to the equipment of the several vessels composing my command.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander A. M. PENNOCK, U. S. Navy,
St. Louis, Mo.

Duplicate order of Flag-Officer Foote, U. S. Navy, to Commander Dove, U. S. Navy, regarding the forwarding of draft of men.

ST. LOUIS, November 25, 1861.

SIR: I send you to-day the following telegram:

Send immediately by the *Memphis* or some other light-draft steamer, Lieutenant Wilson, 2 masters, and 75 men to this place. Confer with General Grant.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

Commander DOVE,
Receiving Ship Maria Denning, Cairo, Ill.

[Telegram.]

CAIRO, November 26, 1861.

Have conferred with General Grant. There is no steamer available until to-morrow morning, when the men will be sent.

BENJ. M. DOVE.

Commodore FOOTE.

Order of Flag-Officer Foote, U. S. Navy, to Commander Kilty, U. S. Navy, for a detail of men for the new gunboats Carondelet and Louisville.

ST. LOUIS, November 27, 1861.

SIR: On the arrival of the 75 men who are coming from Cairo, you will please to detail 15 men, including a cook, with rations for one week, for each of the new gunboats *Carondelet* and *Louisville*, to proceed in those vessels to Cairo, Ill., on Friday morning next.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

Commander A. H. KILTY, U. S. Navy,
Commanding Receiving Ship Emerald, St. Louis, Mo.

[Telegram.]

ST. LOUIS, November 27, 1861.

I have but four boat howitzers; want eight more smoothbores, complete in every detail of equipment. Send them to Cairo. Explain by letter.

A. H. FOOTE.

A. A. HARWOOD,
Chief Bureau Ordnance and Hydrography, Washington, D. C.

Report of Captain Foote, U. S. Navy, acknowledging receipt of appointment as flag-officer.

ST. LOUIS, November 28, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 13th instant, conferring my appointment as flag-officer in command of the United States naval forces employed on the Mississippi River and its tributaries, and enclosing a copy of a general order from the President of the United States relating to flag-officers' rank.

I have the honor to be, very respectfully, your obedient servant,

ANDREW H. FOOTE,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, November 28, 1861.

St. Louis has arrived all safe. *Pittsburg*, while alongside of *Lexington*, got ashore 12 miles above Cape Girardeau by carelessness. *Lexington* and *Brown* will probably get her off to-day.

J. A. WINSLOW.

Captain A. H. FOOTE.

[Telegram.]

CAIRO, *November 29, 1861.*I have arrived here with the *Pittsburg* all right.

J. W. SHIRK.

Flag-Officer A. H. FOOTE,
St. Louis.

Report of Flag-Officer Foote, U. S. Navy, returning certificate of transportation approved.

ST. LOUIS, MO., *November 29, 1861.*

SIR: In reply to your letter of the 23d instant, enclosing a certificate of transportation, I return it approved.

It is sometimes necessary for Lieutenant Paulding, when away from me, to travel on public duty. When I can not give him specific orders, I have directed him in that case to travel on a pass, the price of a railroad ticket, not considering that the Government ought to be charged 10 cents per mile.

I travel myself on a pass, to save the Government my traveling expenses.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
*Flag-Officer.*Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I design leaving for Cairo in the last gunboat early next week, where I request my letters to be forwarded.

A. H. F.

[Telegram.]

CAIRO, *November 29, 1861.*

Captain Nelson and pilots will be in St. Louis to-morrow p. m.

B. M. DOVE.

Commodore FOOTE, *St. Louis.*

[Telegram.]

ODIN, [ILL.], *November 30, 1861.*

Mr. Nelson, the pilots, and my party are detained here until this evening.

J. W. SHIRK,
*Lieutenant, U. S. Navy.*Flag-Officer FOOTE, *St. Louis.*

Letter from Flag-Officer Foote, U. S. Navy, to Colonel Howard, of Marine Artillery, regarding the shipping of men for the Western gunboats.

ST. LOUIS, Mo., November 29, 1861.

MY DEAR SIR: I have yours of the 26th instant, and want men for the flotilla, but, in shipping them on the lakes and here, am not authorized to give any advance exceeding \$10 per man. You will therefore perceive that I can do nothing in your case without authority from Washington (Navy Department). I have not the funds in hand, as you suppose. In fact, troubles visit me for want of them, in getting my own vessel to Cairo; therefore, the whole matter must be referred to the Navy Department to do anything. I therefore send back your letter, which, with this explanation, you had better lay before the Secretary of the Navy, who alone can authorize the transfer of your men.

Excuse my haste, as business presses me.

Very respectfully and truly, yours, etc.,

A. H. FOOTE,
Flag-Officer.

Colonel WILLIAM A. HOWARD,
Marine Artillery, New York Hotel, New York.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General, U. S. Army, regarding the departure of the new gunboats for Cairo, and transmitting letters from Colonel W. A. Howard.

ST. LOUIS, November 30, 1861.

GENERAL: I enclose two letters from Captain Howard in relation to men, which will explain themselves. I await your directions in the matter, yet we want the men, but regret that it will require so much money to obtain them.

The remaining two of the four gunboats built here, in convoy of the *New Era*, leave to-morrow or next day for Cairo. I hope to be able to leave myself in the *Benton* on the 4th proximo, next Wednesday, for Cairo, to have her and the gunboats there completed with the best facilities we can command. We have tried the engines successfully of the two of the seven gunboats which leave to-morrow or next day. I am using every means, working night and day and Sundays, to get our boats down to Cairo.

Will you please give me instructions as to the mode of accepting the several gunboats, the first of which will be ready to be handed over soon after I reach Cairo—this day week or before. I shall want funds, or would rather the advance and other expenses of Captain Howard's men should be paid before they leave New York, in case you conclude to have the men sent, as preferred by him.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Quartermaster-General M. C. MEIGS,
Washington, D. C.

[Enclosures.]

WASHINGTON, *November 26, 1861.*

DEAR SIR: I wrote you this morning, since when I have seen Assistant Secretary Fox. He says I may send you 1,000 men, although they are doing better than he expected; still he will be glad if I will join you with 1,000 more seamen. If you can arrange it in such a manner as to have some money (advance) paid in New York, the thing can be arranged at once. I shall make it a point to see General Meigs after (if possible) a grand review of regulars to be held now (1 p. m.).

Ever yours,

W. A. HOWARD.

WASHINGTON, *November 26, 1861.*

MY DEAR SIR: This is the third of to-day, but thinking perhaps I had better see General Meigs before I left, I deferred my going to New York until to-morrow. I went to the review and met him; informed him what I had done, what I had written you respecting the advance, what Fox had said, etc. The general then said he had no doubt you would advance the money; hoped you would; that it was in your power, etc. I mention these things to show you the feeling of the officers at the head of the Department. You will, of course, be governed (as you always are) by what you consider right. I said, "May I make this statement as coming from you?" "Yes; certainly," was the reply. My anxiety, as you will see, makes me seize every shrub in climbing this hill. Don't get tired of me.

Yours, truly,

W. A. HOWARD.

Flag-Officer FOOTE,
Commanding U. S. Naval Forces of the Mississippi.

[Telegram.]

ST. LOUIS, *November 30, 1861.*

Anchor with heavy anchors and chains above railroad depot on Illinois shore. Put guns aboard wharf boat as soon as you can, with empty shell and solid shot. Take anchor and chain from a new gunboat if necessary. Use discretion and caution.

A. H. FOOTE.

Commander B. M. DOVE,
Receiving Ship Maria Denning, Cairo, Ill.

[Telegram.]

ST. LOUIS, *November 30, 1861.*

In case two gunboats can not be sent to the Tennessee River, and the enemy's boats are larger than ours, would it not be well to block up the river? General Smith and Lieutenant Commanding Phelps have formerly been consulted about these. I hope to leave for Cairo in the *Benton*, last gunboat, on Tuesday or early on Wednesday. If

two gunboats can be sent, please telegraph me. I am consulting with General Halleck.

A. H. FOOTE.

General GRANT,
Cairo, Ill.

[Telegram.]

CAIRO, *December 1, 1861.*

Three gunboats appeared below Bird's Point, exchanged shots with Fort Holt, but out of range. Went down with General Grant; sent the *Lexington* to follow them up. The two gunboats are being got ready—the *St. Louis* for service, the *Pittsburg* to go a few miles with the *Denning*. Will put armament on the *Pittsburg* to-night. Have sent up to Mound City for the *Tyler*.

BENJ. M. DOVE,
Commander.

Flag-Officer FOOTE.

[Telegram.]

CAIRO, *December 1, 1861.*

The *Dan. G. Taylor* will leave at 12 m. with two pilots and guard. No masters here available. She will be in St. Louis Monday night.

B. WILSON,
Lieutenant.

Flag-Officer FOOTE.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. Pittsburg, regarding the grounding of that vessel en route to Cairo.

ST. LOUIS, *December 1, 1861.*

SIR: In obedience to your order of the 22d ultimo, I proceeded with a file of 25 men on board the new gunboat *Pittsburg*.

I was instructed to report to Commander J. A. Winslow, who was on board the U. S. gunboat *St. Louis*. We left this place on the 25th. On the afternoon of the 27th we reached Bainbridge, when the *Pittsburg* grounded on a gravel bank. After she struck, the U. S. transport steamer *W. H. Brown* ran into her, striking her just inside of the starboard rudder, and going completely through her plank-sheer. We used all exertions possible, but could not get her afloat that afternoon.

On the morning of the 28th, Commander Winslow left in the gunboat *St. Louis* for Cairo. We commenced at daylight making preparations for getting the boat off, and with the assistance of the U. S. gunboat *Lexington* and the *W. H. Brown*, we succeeded in doing so about 2:30 p. m., and started immediately on our course.

At 6 p. m., we stopped at Burnham's Island to wood; the next morning we got underway at daylight, and at 11:30 a. m. made fast to the levee near the *St. Louis*. I immediately transferred the 12-pounder howitzer and equipment, with the fixed ammunition, to Commander R. Perry, U. S. Navy, and the boats, falls, oars, awning

stanchions, rudders, tillers, yokes, boat hooks, and relieving tackles to the same officer. The mess chests, ensign, and pennant were transferred to Commander B. M. Dove, of the *Maria Denning*.

I directed the chief and assistant engineers to report to Commander Dove. Upon enquiry at the office of commanding general I was informed that the only way which I could get my party to St. Louis was by the railroad; therefore I obtained from the assistant adjutant-general a pass for 3 officers and 25 men.

At the time the *Pittsburg* grounded she was in tow of the U. S. gunboat *Lexington*. The 9-inch hawser which was placed on board the *Pittsburg* as part of her equipment, was used at the request of the pilots, who said that the use of it was indispensable. In hauling upon the *Pittsburg*, the hawser was parted twice. I informed Mr. Nelson, who was the representative of the contractors, that the Government would hold him responsible for the return of the hawser, and accordingly left it on board the *Pittsburg* in his charge.

In coming alongside for the purpose of towing the *W. H. Brown* and the *Lexington*, each of them stove one of the cutters which were hoisted at the after davits.

I left Cairo on the morning of the 30th of November at 3:30 a. m. We reached Odin at 9:30, where we were detained till 6:30, when we again started for St. Louis, which place we reached at 12:30 this a. m.

I sent the men and officers on board the *Emerald*, Commander A. H. Kilty.

I am, respectfully, your obedient servant,

JAMES W. SHIRK,
Lieutenant.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Operations on the Western Waters.

[Telegram.]

ST. LOUIS, December 2, 1861.

Two gunboats leave this morning at 11 o'clock. Send the *W. H. Brown*, well armed, to meet them. Send the rigging, chains, and anchors of the *St. Louis* and *Pittsburg* up in the *W. H. Brown*. After the gunboats are clear of Hat Island and the shoals near Cape Girardeau let her come back to Hat Island to meet the *Benton*, which leaves to-morrow noon. I go by rail to-morrow.

A. H. FOOTE.

Commander B. M. DOVE, U. S. Navy,
Or Senior Officer, Cairo.

Order of Flag-Officer Foote, U. S. Navy, to Commander Dove, U. S. Navy, regarding the departure of the last of the new gunboats from St. Louis.

ST. LOUIS, December 2, 1861.

SIR: I have telegraphed you this morning that the two remaining gunboats leave at 11 a. m. to-day and to send the *W. H. Brown*, properly armed, to meet them. Also to send the rigging, chains, and

anchors belonging to the *St. Louis* up to the gunboats in the *Brown*. I further stated that after the gunboats were clear of Hat Island and the shoals near Cape Girardeau to send the *Brown* back to wait for and assist the *Benton*, which goes down to-morrow noon; and further, for you to see General Grant about this matter. We must have the *B. [Bee]* to assist all the boats, as the risk is too great to run in the low water not to have a steamer to tow off in case it should be necessary.

I would send some of our men with two or three good officers with one of the howitzers, if ready and convenient, in the *B. [Bee]*, besides the good guard.

I was confined to my bed with sick headache and neuralgia yesterday, and to-day my face is swelled very much, which, with closing up our accounts and business of the office and getting off the gunboats, will not enable me to leave here till to-morrow evening. I hope to see you early Wednesday morning.

We shall have all we want of the wharf boat for our accommodation. I regret not being able to go down to-day, but my health and business render it impossible.

Very respectfully, etc.,

A. H. FOOTE,
Flag-Officer.

Captain DOVE,
Commanding Receiving Ship, Cairo, Ill.

[Telegram.]

CAIRO, December 2, 1861.

The *Brown* has left with 12-pound howitzer, 40 men, and 20 soldiers from Fort Holt.

Commodore FOOTE.

B. M. DOVE.

[Telegram.]

ST. LOUIS, December 2, 1861.

Please send to Cairo 900 barrels powder immediately.

General RIPLEY,
Washington, D. C.

A. H. FOOTE.

[Telegram.]

ST. LOUIS, December 2, 1861.

Please make 3,500 42-pounder rifle shell, also 150 X-inch columbiad shell, for the flotilla. Forward them to Cairo.

Colonel SYMINGTON,
Allegheny Arsenal, Pittsburg, [Pa.]

A. H. FOOTE.

Order of Commander Walke, U. S. Navy, to Commander Dove, U. S. Navy, in view of a disregard of orders on the part of Commander Stembel, U. S. Navy, commanding U. S. S. Lexington.

U. S. GUNBOAT TYLER,
Fort Holt, December 3, 1861.

SIR: I received orders from General Grant on Sunday to proceed to Fort Holt and remain during the nights, as protection to the forts from a night attack of the rebel gunboats, and was informed the *Lexington* would be with me. On my way down from Mound City, we saw the *Lexington* return and anchor opposite Cairo. General Grant's aid met me at Cairo, with instructions from the general to go to Fort Holt, and desired that the *Lexington* accompany me. I sent a message by him, as he kindly offered to take it, requesting Commander Stembel to follow me; she did not come. Yesterday, on my return to Cairo, after consulting General Grant and yourself, I sent the order instructing the *Lexington* to follow me, which order was not obeyed. As a repetition of such disregard to the instruction of the general commanding might lead to serious difficulty, I respectfully request that the matter be set right, and that the *Lexington* be ordered to take her position at Fort Holt agreeable to the general's wishes.

Very respectfully, your obedient servant,,

H. WATKES,
Commander, U. S. Navy.

Commander B. M. DOVE,
Commanding *Maria Denning*, Cairo, Ill.

[Telegram.]

ST. LOUIS, December 4, 1861.

Essex got off before aid arrived. *Benton* left this morning at 9 o'clock. *Emerald* will probably leave early to-morrow.

A. M. PENNOCK,
Commander.

Flag-Officer A. H. FOOTE.

[Telegram.]

ST. LOUIS, December 5, 1861.

Emerald left at 2 o'clock p. m., drawing less than 5 feet.

A. M. PENNOCK.

Flag-Officer A. H. FOOTE.

Report of Flag-Officer Foote, U. S. Navy, regarding the urgent need of a draft of men to man the new gunboats.

CAIRO, ILL., December 5, 1861.

SIR: I have the honor to inform the Department that the four gunboats built under the contract with the War Department have

arrived at this place, where it will require some two weeks for the contractor to furnish them, during which period I hope to have them equipped and ready for service. Two other steam gunboats, the *Benton* and the *Essex*, ordered by General Frémont, are expected to arrive from St. Louis to-morrow.

In view of the forward state of the gunboats, we are suffering from the want of men to man them. There are required for this purpose 1,100 men immediately; and when it is considered that the enemy at Columbus has several gunboats well armed and manned, which came up here a few days ago on a reconnoissance, and three other gunboats came down the Tennessee River, also on a reconnoissance from the rebels, it becomes vitally necessary that we should be able to man our boats immediately.

It has been rumored that an attack on this place by troops at Columbus would soon take place, and that the reconnoissance by the three rebel boats a few days since was with the view of ascertaining its weakest points, but from an interview with a clever observing officer who was yesterday at Columbus under a flag of truce, I am inclined to believe that no offensive move from the enemy will take place, although I am making every preparation with the gunboats which our limited number of men will allow, to be ready for an attack.

I have suggested to General Halleck that I should, in the course of two or three weeks, when we get our men, proceed up the Tennessee River with two or three of our gunboats and a regiment of soldiers, for the purpose of destroying the rebel boats and a battery which now renders Paducah more valuable than any other point. The general approvingly refers me to General Smith, commanding at Paducah.

I trust that our cooperation with the army will prove both harmonious and effective. I have had some little difficulty in obtaining a large wharf boat here, which, in the absence of navy yard facilities, becomes absolutely necessary, as the Department will see, to the effective and rapid equipment of the nine gunboats now in hand.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

P. S.—Two of our officers are unable to attend to their duties from ill health. I respectfully request that two lieutenants may be sent to me.

I have appointed Commander Pennock fleet captain, and assigned him the duty of equipping the boats. His services are important, and he, in fact, and all the officers are working with the most commendable zeal and efficiency. I have temporarily hoisted my flag aboard the steamer *Lexington*.

A. H. F.

[Telegram.]

ST. LOUIS, *December 6, 1861.*

Essex again reported aground near St. Genevieve. Send two steamers and propeller alongside.

A. M. PENNOCK.

A. H. FOOTE.

[Telegram.]

CAIRO, *December 6, 1861.*

There are 12 gunboats, of which 3 are in commission and 9 in the contractor's hands. Three of these latter have guns on board and are kept ready for defense here. If the contractor turns over the boats by the 18th instant, as he promises, we will have all of them ready for active service in ten days, provided the Department sends me the additional 1,100 men required to man them.

A. H. FOOTE,
Flag-Officer.

Major-General McCLELLAN,
Commanding Army of the United States,
Washington, D. C.

[Telegram.]

CAIRO, *December 6, 1861.*

Telegraphed to General McClellan that—

There are 12 gunboats, of which 3 are in commission and 9 in the contractor's hands. Three of the latter have guns on board and are kept ready for defense here. If the contractor turns over the boats by the 18th instant, as he promises, we will have them all ready for active service in ten days, provided the Department sends me the 1,100 additional men required to man them.

There is less prospect of an attack from Columbus than I expected when in St. Louis. Still, we have two gunboats lying off Fort Holt, [Ky.], ready for defense; also the gunboat *St. Louis*, with her armament on board, yet in the contractor's hands, is ready for defense. I feel very much embarrassed in getting the boats ready for want of the possession of the wharf boat. The *Benton* and *Essex*, gunboats, have not yet arrived.

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK,
St. Louis, Mo.

[Telegram.]

WASHINGTON, *December 6, 1861.*

Do you wish for the cartridges called for of Colonel Symington in addition to the 900 barrels of powder sent you yesterday?

J. W. RIPLEY,
Brigadier-General.

A. H. FOOTE, U. S. Navy.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, giving the armament of the new gunboats.

CAIRO, December 7, 1861.

GENERAL: When telegraphing to you and General McClellan yesterday, in response to your telegram, I was suffering so intensely from neuralgia that the important information of the gunboats' battery was omitted. I have since, as an addenda to my telegram to General McClellan, informed him as follows:

The armament of the 8 ironclad gunboats consists of thirty-five 42-pounder rifle army coast guns, of 7-inch bore, and twenty 63-hundredweight shell guns of 8-inch bore, and the remainder of 32-pounders of 42-hundredweight. These boats average 14 guns each. The four smaller boats have no rifle guns, are not ironclad, and have an average of 6 guns of 8-inch bore of 63-hundredweight, and of 32-pounders, latter preponderating.

This, with the preceding telegram, will probably give General McClellan all the information he requires.

In a letter received this morning from Commander Pennock, our fleet captain, he informs me that the mortar boats will, in all probability, soon be sent to Cairo, and are here to be prepared immediately for service. If this be correct, will you please have Captain Constable again detailed for this service, and also permit me to employ with him Captain Pike, an engineer, now at Chicago, Tremont House, who has applied for this service? Captain Constable, with our ordnance officer, Lieutenant Sanford, has a plan for mortar beds, which beds might soon be prepared at St. Louis under the supervision of Captain Constable, while Captain Pike could proceed to Pittsburg and forward the mortars before navigation closes. We shall want men, certainly, if the mortar boats are to be fitted out, as we are 1,100 men short for our gunboats proper. I still hope, however, that men for the gunboats will be supplied from the East, as I am in communication with the Secretary of the Navy, General Meigs, and Lieutenant-Colonel Howard, of naval brigade, to have transferred his (Howard's) brigade to our gunboats.

I regret that the Government did not come to an earlier conclusion about the mortar boats, as every officer I have, and more too, are required to fit out the gunboats; and as the proposition I submitted to you on your arrival, when, as you stated, you were not authorized to act, and I must confess I had myself some misgivings about the mortar boats, would, if it had been adopted at the expiration of fourteen days, as estimated by several officers, enabled us, with Captain Constable's and Captain Pike's assistance, to have the mortar boats and beds now nearly, if not quite, ready for service. It has been from the unavoidable delay, arising from want of money, credit, and hesitation of the Government in accepting the boats, with other irregularities, that has prevented the entire flotilla of gun and mortar boats and propellers being ready at this moment for service. My plans, had they not been frustrated, as shown, would have accomplished all this. In speaking thus, however, I fully appreciate the embarrassments of the Government and of the directing officers, and only refer to the matter as showing that no want of foresight on my part has caused the delay of not

having now fully prepared the naval forces for any service that might be required.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding Army of the West, St. Louis, Mo.

[Telegram.]

CAIRO, *December 7, 1861.*

I can communicate with General Halleck by telegram. I want your and Lieutenant Sanford's services soon. Say to General Halleck that we want Captain Constable for the mortar boats and Captain Pike, as we have not an officer for them, as they understand the mortar beds. Also men from the Army. I hope he certainly will order them. Captain Pike is at Chicago, Tremont House. I will write General Halleck. *Benton* and *Essex* have not arrived.

A. H. FOOTE.

Commander PENNOCK,
Barnum's Hotel, St. Louis.

[Telegram.]

CAIRO, *December 7, 1861.*

The armament of the eight ironclads consists of 35 42-pounder rifle army coast guns of 7-inch bore, 20 63-hundredweight shell guns of 8-inch bore, and the remainder 32-pounders of 42-hundredweight. These boats average 14 guns each. The four smaller boats have no rifled guns, are not ironclad, and have an average of 6 guns each, of 8-inch bore, of 63-hundredweight and of 32-pounders, latter preponderating.

A. H. FOOTE,
Flag-Officer.

Major-General McCLELLAN,
Commanding U. S. Army, Washington, D. C.

[Telegram.]

ST. LOUIS, *December 7, 1861.*

Essex left St. Genevieve yesterday at 1 o'clock p. m.

A. M. PENNOCK,
Commander.

A. H. FOOTE.

[Telegram.]

ST. LOUIS, *December 7, 1861.*

All stores went down by *Emerald*. Shipping ammunition and shell yesterday by Terre Haute and Alton Railroad. Rains hard to-day. Have to stop shipping. Train was to leave last night, but

owing to failure of transfer company to supply proper wagons, did not finish hauling. Would prefer Colonel Symington to supply ammunition. Put up for last requisition 900 barrels; will give 300 rounds. Better take all we can get. Will have cartridge bags made here for the 900 barrels. Anticipated there would be trouble about the breechings; am prepared to remedy. Hope to leave to-morrow p. m.

J. P. SANFORD.

Flag-Officer A. H. FOOTE.

Certificate of Assistant Surgeon Ludlow of Commander Winslow's wound while in command U. S. Gunboat Benton, December 8, 1861.

CAIRO, ILL., January 28, 1862.

This is to certify that on or about the 8th of December, 1861, Commander John A. Winslow, while in charge of the gunboat *Benton* on her down trip from St. Louis to Cairo, did receive a lacerated wound of the left forearm, dividing all the flexor muscles of the part, by the passage of one-half of a link of a large chain through the part that was broken in getting the vessel off a sand bar on which she was grounded.

JOHN LUDLOW, M. D.
Assistant Surgeon.

[Telegram.]

ST. LOUIS, December 9, 1861.

Your telegraphic orders respecting the gunboats have been attended to by Lieutenant Sanford and myself. Funds sent by to-day's mail to Lieutenant Commanding Stembel.

GEO. D. WISE,
Assistant Quartermaster.

Flag-Officer A. H. FOOTE.

[Telegram.]

ST. LOUIS, December 10, 1861.

Mr. Sanford left this morning. The *Perry* left at 2 o'clock last night to assist the gunboats. Eight inches rise in the river.

GEO. D. WISE.

Flag-Officer A. H. FOOTE.

[Telegram.]

ST. LOUIS, December 10, 1861.

River rising very slow. Have sent *Perry* last night down to help gunboats. *White Cloud* goes to-day.

BARTON ABLE.

Captain G. W. GRAHAM.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, giving information obtained during an expedition up the Cumberland River.

U. S. GUNBOAT CONESTOGA,
Paducah, Ky., December 10, 1861.

SIR: On the night of the 8th instant I proceeded with this vessel up the Cumberland River to near the fortifications below Dover, Tenn. General Smith had received information that there were a number of Union people near Linton, Ky., just below the line of Tennessee, who wished to join the Union forces, or were refugees, driven from their homes by rebel marauders, and were unable to escape through the rebel lines. On arriving at Linton two signal guns were fired as requested by these people, and we afterwards returned to that place to remain overnight, and about sixty persons came in during the night from the back country in small parties and were taken on board and brought down either to Smithland or to this place. Previous to anchoring at Linton, I had dropped down to the lower end of [State] Line Island, intending to remain there, but learning in the evening that persons had collected about the woods with the intent of cutting off all parties attempting to escape, I moved up to Linton itself, where the people succeeded in reaching the vessel. Just before dark a negro ran down to the river bank, near the boat, chased by blood hounds in full cry after him, and begged to be taken on board. I sent a boat to his rescue, and learning by his statement, confirmed by Kentuckians on board, that he was being chased by rebel cavalry (he had run 18 miles), with the intent of seizing him and taking him to Dover to work upon the fortifications at that point, I received him on board and brought him away. His master is a secessionist. The cavalry did not show themselves, and the hounds were taken from the track, but we saw three of them. No demonstration against us was anywhere made, and we could hear of no outrages being committed near the river, no doubt owing to the assurance we have given that the secessionists of the Cumberland will be held to answer for the security of their Union neighbors.

The greatest efforts are being made by the secessionists to fortify the Cumberland below Dover, and a panic prevails, they being confident that an attack on Nashville is preparing under the authority of Governor Johnson, elected governor of Kentucky by the secession convention held at Russellville, in that State. The rebels are calling out Kentucky troops and are drafting men, impressing them into the rebel service, and under the same authority are seizing the negroes of Kentuckians, carrying them to Dover to work upon the fortifications. Thus it happens that Union men and secessionists alike are telling their slaves to escape to the woods to avoid the rebel cavalry engaged in seizing them. I am informed that Union men have been seized and carried off to work in place of their escaped slaves. It appears that the sons of the owner of the negro taken on board this boat gave him warning to escape, notwithstanding these sons themselves had been active in assisting rebel troops to find Government arms, etc., in their neighborhood.

I was informed from various sources that epidemic diseases of virulent type prevail at Dover, and that the troops are dying in

great numbers. One man told me that three days before 12 volunteers of his acquaintance had been buried at one time.

If any movement is contemplated up the Cumberland, I am confident it should not be delayed longer than is necessary. An additional battery of three guns (32s) is said to be completed upon a hill back from the river about half a mile, but commanding a stretch of the stream above and below, and making a cross fire with the water battery. I could not verify this report, as the afternoon was rainy and misty when we were there, and at any time it can not be examined without engaging it, as it can only be seen at a distance of 1 mile.

I again heard reports of two gunboats being constructed, one at Clarksville and the other at Nashville. It is also currently reported that the rebels have a heavy chain across the river at Dover, and are engaged in filling the channel with large stones.

On the Tennessee River three gunboats are reported to have come down below Fort Henry. I have employed a man to examine these craft and report their condition and armaments. I heard nothing of them from the inhabitants on the Tennessee, but there are none to be depended upon near the line. These boats are represented as having been plated, in whole or in part, and that this having proved a failure, compressed bales of cotton have been used to further secure the boats from the effects of shot. One of these is the *Eastport*, which, when new, was one of the fastest vessels running upon the Mississippi. It is 280 feet in length, and, if properly fitted up, could carry a most formidable battery. The others are much smaller vessels. Obstructions could be sunk so as to confine these boats, except in time of freshets, to the territory of Tennessee, but the head of the island in front of this town offers a place to locate a battery which would command the Tennessee and Ohio alike, and add very considerably to the defenses of the post landward. General Smith has made an examination of the island and will have one heavy gun placed there, not having, I believe, sufficient cannon to spare more for that point. I should feel little hesitation in running the fire of one gun, if there were an object in doing so, and a fast steamer would be exposed to the fire but a few minutes.

A good battery on the island would command the Tennessee and leave the river free for navigation by our gunboats.

Unlike the Ohio, the Cumberland and Tennessee rivers rarely freeze over. An old pilot informs me that in thirty-one years living upon its banks he has seen the Cumberland frozen over but four times, and steamers at times have laid by several weeks, unable to pass up the Ohio on account of ice, while boats were daily plying upon the Cumberland and Tennessee. Nor does the Tennessee fall to low stage like the Ohio in midwinter.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Rivers, Cairo, Ill.

Report of Flag-Officer Foote, U. S. Navy, regarding the grounding of the U. S. S. Benton.

CAIRO, December 10, 1861.

SIR: We are still deficient 1,000 men for the flotilla. A short time since I had a letter from Captain Howard, late of the Revenue Service, who states that he can bring us 1,000 men, provided their advance and certain expenses can be paid. I referred him to the Navy Department and to Quartermaster-General Meigs of the Army, as I have no funds, nor do we pay advance to men that we ship here. I have not received any men from Commander Carter, of the *Michigan*.

Will the Department please to inform me if it can furnish a part or the whole number of men required?

It is with deep regret that I inform the Department that the large and effective steamer *Benton* is badly aground 75 miles up the Mississippi River. The water was not sufficient for her in the channel, as it had fallen the night previous. The vessel is still in the contractor's hands, so far as her preparation is concerned, and he having given every assurance that he would get her down. He is on board the *Benton*, and before leaving St. Louis repeatedly assured me that he would take her safely to Cairo. I enclose the copy of a letter addressed to Mr. Eads, the contractor, urging and directing him to get the boats to Cairo by the 20th ultimo.

This disaster is delaying our whole expedition. The *Essex*, Commander Porter, as well as our storeship are still detained in the river by the grounding of the *Benton*.

The seven gunboats built under contract are here, and we will fit them out in a week after the contractor turns them over to us.

Had it not been for the grounding of the *Benton* I should have had the gunboats ready, excepting men, before the 15th proximo.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, December 11, 1861.

Send to me, by return of mail, contract with Eads. Say to General Cullum that four of our officers are up the river at work on the *Benton* and one sick here, which leaves us no officers to send to St. Louis. Ask him if the board will not come to Cairo and first examine the gunboats at this place. I will designate the navy officers for the board by the time the army officers arrive.

A. H. FOOTE,
Flag-Officer.

Captain WISE,
Barnum's Hotel, St. Louis.

[Telegram.]

ST. LOUIS, *December 11, 1861.*

General Cullum will leave for Cairo when he is informed that the mortar and gunboats now on their way have arrived. This will enable him to make the entire examination at once.

GEO. D. WISE.

Flag-Officer A. H. FOOTE.

Letter from Assistant Quartermaster Wise, U. S. Army, to Flag-Officer Foote, U. S. Navy, referring to the departure of the mortar boats from St. Louis.

OFFICE OF GUNBOAT FLOTILLA,
St. Louis, December 11, 1861.

SIR: I have little to communicate to you since the departure of Lieutenant Sanford. I am kept very busy attending to my quartermaster's department, shipping remaining articles to Cairo, and settling my accounts in order to make a quarterly return at the end of this month. I have sent you two telegrams which I hope were received with dispatch.

Mr. Merritt arrived last night, bringing me a memorandum for Lieutenant Sanford in relation to powder, which I have attended to.

All letters for you or officers of the squadron have been forwarded.

The mortar boats are to leave to-day for Cairo under a contract made by Major Allen to pay \$80 each for the delivery of the boats. At the request of Major Allen I provided them with lines, for which he pays.

I would suggest the propriety of increasing Mr. Candee's pay* to \$100 a month, as his duties are arduous and responsible. It is less than quartermaster's clerks are receiving in other departments here.

Bills are continually presented me for coal, services, etc., connected with the tugboats, which, in accordance with your instructions, I have declined to have anything to do with. The same answer is returned at the other departments. As these boats are continually used for our service, would it not be well to have them turned over to me in order that just bills may be paid and the Government credit sustained? Mr. Daggett also has a large bill for the repairs and dockage of the *Essex* since she has been directly under your orders. Can I pay this bill, most of which was for labor?

Very respectfully, your obedient servant,

GEO. D. WISE,

Assistant Quartermaster.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Gunboat Flotilla, Western Waters, Cairo, Ill.

The Mississippi Flotilla.

[Newspaper clipping.]

Flag-Officer Foote, commanding the Mississippi Flotilla, wants a thousand more seamen from the Lakes. The Department could spare him but 600, and now needs all that can be raised on the seaboard. Will not the West man the Mississippi Flotilla?

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding expedition in the Cumberland River.

U. S. GUNBOAT CONESTOGA,
Paducah, December 13, 1861.

SIR: I have to report that I again left here on the night of the 10th instant with this vessel for the Cumberland River and returned last night, having brought down from Christian and Trigg counties, Ky., near 60 more refugees, many of whom will enlist in the Army. We were, the forepart of the night, near Fort Donelson, to prevent the rebels sending out a force to cut off people who were bringing in concealed arms to Linton. We brought 10 muskets, with accouterments, and a number of rifles and shotguns.

I am informed that the rebels have now another gun in the new work of which I have written to you, making four 32s there, and with them two fieldpieces. At Fort Donelson there are said to be sixteen heavy guns. None of the works can be seen till approached to within easy range. I heard numerous accounts of the great mortality among the rebels at that point.

The Nashville Union and American publishes an account of the landing of 130 men from this vessel near Fort Donelson, of whom 113 were killed and the others made prisoners. I have never, on that river, landed a man above the line of Tennessee. We have been fired upon there, and where the rebels appeared to be in numbers have sent a shot or shell among them.

The provisional government established by the rebel convention at Russellville, Ky., is doing apparently good work in the cause of the Union.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers, Cairo, Ill.

Letter from Brigadier-General Grant, U. S. Army, to Flag-Officer Foote, U. S. Navy, requesting cooperation of gunboats in view of expected attack.

HEADQUARTERS DISTRICT SOUTHEAST MISSOURI,
Cairo, December 13, 1861.

DEAR COMMODORE: Information that I have received indicates the probability of an attack being made upon either Fort Holt or Bird's Point to-night or to-morrow.

I have given instructions to the commanding officers at these two points; have given directions also to have all the transports fully ready in case a move on the water should be necessary.

I would respectfully ask your cooperation with the gunboats.

Respectfully, your obedient servant,

U. S. GRANT,
Brigadier-General.

Commodore A. H. FOOTE, U. S. Navy,
Commanding Gunboat Flotilla, etc., Cairo, Ill.

[Telegram.]

CAIRO, *December 14, 1861.*

Inform General Cullum that the gunboats and twenty of the mortar boats are here ready for examination.

A. H. FOOTE,
Flag-Officer.

Captain GEORGE D. WISE, U. S. Army,
Quartermaster, Barnum's Hotel, St. Louis.

[Telegram.]

CAIRO, *December 14, 1861.*

We are very much in want of 32-pounder cartridges. We are now short 3,000 on requisition of September.

A. H. FOOTE,
Flag-Officer.

Colonel JOHN SYMINGTON,
Allegheny Arsenal, Pittsburg, Pa.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General, U. S. Army, referring to the appointment of a joint board for the inspection of the new gunboats, and other matters.

CAIRO, *December 14, 1861.*

SIR: Your letter of the 6th instant, in relation to Captain Howard's men having entered a New York regiment, and referring to Mr. Eads' contract for the gunboats, how they are to be received, questions of forfeiture, etc., has been received. Also one containing a grave charge against Mr. Thomas Merritt, the engineer.

I am happy to inform you that the gunboats are all here except the three building at Mound City, under contract. Twenty mortar boats without the mortars have also arrived, which, with the gunboats, I am directed by General Halleck to have examined, inspected, etc., with a summary of cost, by a board of five officers, three army officers and two navy officers, the former selected by General Halleck, and the latter by myself. I have just telegraphed to the army portion of the board that the gunboats and twenty of the mortar boats are here ready for examination. It is a pity that the mortar boats were

built without the supervision of some officer or person experienced in such matters.

I find, of course, a host of difficulties surrounding me at every step, but trust that we shall bring out good results comparatively. The gunboats were not properly modeled; they are far behindhand. We want men. Four or five of the few navy officers we have are in ill health and the absence of navy-yard facilities and even the necessary articles for armed vessels, not to be found in the West, all tend to make our work great and the difficulties almost insuperable. I am encouraged, however, at the assurance that you appreciate the difficulties, and have always given evidence of a desire to sustain me in my efforts to carry out the object of the Government.

The charge against Mr. Merritt, the engineer, I shall hand him, and then proceed, agreeably to your directions, as far as possible. It is peculiarly unfortunate that this charge had not been preferred at an earlier date, as his suspension at this juncture embarrasses his department quite seriously. As Major Allen is at St. Louis and knows nothing of his case, I have not referred the matter to him, but will do so, as you require it.

We have the new gunboat, *St. Louis*, temporarily fitted up, ready for service, as well as the *Essex*, the latter one of General Frémont's boats. These two boats give the post and people a much better feeling of security than before. I was ready myself to go down in the boats last night when an attack on Fort Holt below was expected by the commanding general. We also proceeded toward Columbus two days since, on hearing that two or three rebel gunboats were coming up the river. They returned to Columbus.

I have written to the Secretary of the Navy about men, and in case I can not obtain them from him will probably be able to get a regiment of volunteers from General Halleck, and thus, I trust, complete our complement for the gunboats by, or soon after, the 1st proximo. The grounding of the gunboats in the river has thrown us back ten days at least in having the gunboats ready for service.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Quartermaster-General MEIGS,
Washington, D. C.

[Telegram.]

CAIRO, December 16, 1861.

Call immediately on G. B. Allen & Co., Renfrew, Crozier & Co., and Gaty, McCune & Co., and see if the contract for placing the steam drums on top of the boilers is as low in price as can be had. Mr. Merritt will see you about it. Tell Captain Eads and Captain Adams, or his agent, to come here immediately, as the board is ready to-morrow to examine gunboats and mortar boats.

A. H. FOOTE,
Flag-Officer.

Captain GEORGE D. WISE, U. S. Army,
Quartermaster, Barnum's Hotel, St. Louis, Mo.

[Telegram.]

CAIRO, *December 16, 1861.*

Please telegraph if men are coming to gunboats, and how many, and when. We are waiting for them. Do send two lieutenants to Lieutenant Phillips [S. L. Phelps], as five of our officers are sick and two will not probably be able to do any more duty.

A. H. FOOTE.
Flag-Officer.

Hon. G. WELLES.

[Telegram.]

ST. LOUIS, *December 17, 1861.*

Have given up my battery. Do you still desire my services?

A. G. A. CONSTABLE.

A. H. FOOTE.

Letter from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, stating that the War Department should supply the deficiency in men for the gunboats.

NAVY DEPARTMENT, *December 17, 1861.*

SIR: That portion of your letter of the 10th instant, stating that you "are still deficient 1,000 men," has been referred to the War Department, it being considered the duty of the Army to furnish the men.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces on Western Waters, Cairo, Ill.

[Telegram.]

NAVY DEPARTMENT, *December 17, 1861.*

SIR: General McClellan will order to-day 1,100 men to be detailed for your boats. We have vessels waiting for men.

A great many of our ships go to sea without any navy officers on board, but we can give you Lieutenants Bryant and Thompson, dates of 1837, and possibly some commanders.

G. V. Fox,
Assistant Secretary.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cairo, Ill.

Letter from Major-General Halleck, U. S. Army, to Flag-Officer Foote, U. S. Navy, regarding volunteers for the gunboats.

ST. LOUIS, December 17, 1861.

SIR: I have ready in this city some 1,100 or 1,200 unarmed men to be sent to man your gunboats, if you wish them. They are volunteers. You will please inform me if you want them; and, if so, when and where.

Very respectfully, your obedient servant,

H. W. HALLECK,
Major-General, Commanding.

Flag-Officer FOOTE,
Cairo, Ill.

General Orders, Nos. 2-7, of Flag-Officer Foote, U. S. Navy.

GENERAL ORDERS, {
No. 2.

CAIRO, December 17, 1861.

The officers of the flotilla will constantly exercise vigilance in the execution of their duties, remembering that upon their zeal and efficiency depend the success of our arms.

The first masters will be regarded, where there is no lieutenant as executive officer, as the executive officers, and will be obeyed as such by all officers and men under them.

The orders given by the executive officers are to be considered as emanating directly from the commanders of the gunboats, and not from the executive officers themselves.

ANDREW H. FOOTE,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

GENERAL ORDERS, {
No. 3.

CAIRO, December 17, 1861.

The officers and men connected with the naval flotilla will consider themselves amenable to the police regulations of the Army while on shore as well as on board, so far as conducting themselves with perfect propriety of conduct, of crossing the lines, abstaining from all approaches to intemperance, a vice which is so destructive to good morals, discipline, and efficiency, that the commander in chief will visit with the utmost rigor of the law all who may be guilty of the slightest degree of intoxication or of any violation of laws, rules, regulations, and general orders which are or may be promulgated, either by the military or naval authorities, for the promotion of the highest state of discipline and efficiency in time of war.

General Order No. 20, of the commanding general, will be strictly observed by all persons in the naval flotilla.

ANDREW H. FOOTE,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

GENERAL ORDERS, {
No. 4.

CAIRO, December 17, 1861.

The commanders of the gunboats, respectively, will see that their vessels are kept constantly ready for action at a moment's warning.

Men must be exercised frequently at the great guns and small arms, magazines frequently examined, gun gear often inspected, steam machinery kept in order, one-half of the officers at least, unless by special permission, to be kept on board at all times; in fact, every precaution taken against a surprise by the enemy and a readiness for immediate service, which will enable the commander in chief to operate against an enemy afloat or on shore, within five minutes after the flotilla is underway.

The commanders of the flotilla will, in their internal rules and regulations, give such instructions in detail as will secure the highest degree of efficiency; and the commander in chief has the highest confidence, from the zeal and intelligence with which the officers generally have labored in the premises to assist him in improving a squadron with such limited means by attending readily to duties of all grades, that they will soon have their respective vessels in a high state of naval discipline.

ANDREW H. FOOTE,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

GENERAL ORDERS, {
No. 5.

CAIRO, December 17, 1861.

The men composing the crews of the different vessels in the flotilla are required to obey strictly all laws, orders, rules, and regulations promulgated, or suffer the penalty of the law.

Zealous and capable men, combining good morals with a desire to serve their country and vindicate its ability to sustain unsullied its flag against enemies at home as well as abroad, will be favorably noticed in the monthly reports by their commanders to the commander in chief.

All real or supposed grievances which the men may have, or fancy they have, will receive a considerate hearing through the proper channel by their commanders; and let it be borne in mind that the primary object of the flotilla is efficiency, a power and readiness to do its duty to the Government by punishing the enemy; this great object being secured, the comfort of the officers and men will, so far as may be consistent with efficiency, be faithfully observed.

ANDREW H. FOOTE,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

GENERAL ORDERS, {
No 6.

CAIRO, December 17, 1861.

A strict observance of Sunday, so far as abstaining from all unnecessary work, and giving officers and men the opportunity of attending public worship on board, will be observed by all persons connected with the flotilla.

It is the wish of the commander in chief that on Sunday the public worship of Almighty God may be observed on board of all the vessels

composing the flotilla; and that the respective commanders will either themselves, or cause other persons to pronounce prayers publicly on Sunday, when as many of the officers and men as can be spared from duty may attend the public worship of Almighty God.

Profane swearing being forbidden by the laws for the better government of the Navy, all officers and men will strictly observe this law; and every officer who uses profane language toward the men in carrying on duty will be held amenable for such gross violation of law and order.

Discipline to be permanent must be based on moral grounds, and officers must, in themselves, show a good example in morals, order, and patriotism to secure these qualities in the men.

ANDREW H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

GENERAL ORDERS, {
No. 7.

CAIRO, December 26, 1861.

The commanders of the several gunboats will make frequent examinations into the paymaster's department of their respective commands and see that the Government property is well taken care of, and direct their acting paymasters not to pay out any money without their approval, to the officers, and their written order, to the men.

Clothing and small stores will only be issued once a month, except upon urgent necessity, and all requisitions must be approved by the commanding officers, who will direct an officer to be present and witness all issues made to the men.

Commanders of vessels will also direct their acting paymasters to make out quarterly pay and receipt rolls, accompanied by their account current, showing their balance, also quarterly abstracts of provisions, clothing, and small stores, to be forwarded to me for inspection.

They will also enforce upon their respective acting paymasters the necessity of obeying immediately any order or instruction they may have occasion, from their want of present experience, to receive from Mr. Henriques, flag-officer's secretary and acting paymaster in chief, whose duty it is to give them, under my direction, any order he may deem needful for the proper performance of their duties.

A. H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

[Telegram.]

NAVY DEPARTMENT, December 19, 1861.

SIR: I telegraphed yesterday about men. Do you wish, say, four of the volunteer masters who have been under drill? Would you advise transferring the flotilla and your whole command to the Navy Department?

G. V. Fox,
Assistant Secretary.

Flag-Officer A. H. FOOTE, U. S. Navy,
Cairo, Ill.

[Telegram.]

CAIRO, *December 19, 1861.*

Our masters and officers are all appointed. As we are organized, a change now would greatly embarrass the flotilla. I consider it impolitic to transfer flotilla to the Navy. I would have preferred at first to have it solely under the Navy Department.

A. H. FOOTE,
Flag-Officer.

G. V. Fox.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, requesting a draft of men.

CAIRO, *December 19, 1861.*

SIR: In reply to your note of the 17th, I respectfully request that you will send 500 men immediately to the flotilla. General Grant will give the men accommodations on shore for a day or two, until I can distribute them among the boats. I will inform you when we are ready to receive another detachment of men.

In a telegram from the Secretary of the Navy, he informs me that the Department can hardly supply the demand for seamen on the coast, and that General McClellan will furnish the men required, or rather will order 1,100 men to be detached for the gunboats.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

Major-General H. W. HALLECK,
Commanding Army of the West, etc.

P. S.—My passes here have been refused, and the general agent at Chicago also declines honoring them. This embarrasses my work a good deal, as I am obliged to send officers and men frequently on duty to St. Louis to expedite our work, as well as to send home discharged seamen, etc. I presume it was not your intention to have my passes stopped, and therefore respectfully request that you will direct the agent to have them honored in the future.

A. H. F.

[Telegram.]

WASHINGTON, *December 23, 1861.*

(Received at Cairo, 24th.)

The general in chief has directed General Halleck to send to the gunboats 1,100 men from unarmed regiments.

M. C. MEIGS.

Captain A. H. FOOTE.

[Telegram.]

CAIRO, December 24, 1861.

We have six tug propeller boats and thirty-eight mortar boats.

A. H. FOOTE,
Flag-Officer.Major R. ALLEN,
Quartermaster, St. Louis, Mo.

Unofficial letter from the Chief of Bureau of Ordnance and Hydrography to Flag-Officer Foote, U. S. Navy, regarding general matters.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
NAVY DEPARTMENT,
Washington City, December 24, 1861.

MY DEAR FLAG: I was gratified to get a long letter from you and to read, as I well know, that you will come out like a trump before the thing is over.

Your howitzers have gone, and I hope have arrived in good condition, for they are real fancy little bulldogs and do mischief when they bark.

I shall keep sending you all sorts of books as I lay hands on them.

We are at it here night and day in getting off the mortar fleet, and then, stand from under.

The retired bill is signed, but I believe the nominations will not be sent in to fill vacancies until the grade bill passes, making the ten ranks.

Good-bye and good luck.

From yours, faithfully,

H. A. W.

Letter from Flag-Officer Foote, U. S. Navy, to Commander Walke, U. S. Navy, in response to request from the latter for transfer to one of the new gunboats.

CAIRO, December 24, 1861.

SIR: I have received your letter of the 23d instant, in relation to the officers wishing to be transferred with you to one of the new gunboats; also stating that Commander Rodgers had stated that I had promised him thus to transfer the officers.

I never promised Commander Rodgers to make such a transfer. I assured him that I would carry out his system as far as I could, consistently with my views, for the good of the service; for then, as now, I perceived reasons of a public nature which would render such a transfer impracticable. While I accord to the officers and crew—and have done so to the Navy Department—the great credit of having nobly performed their duty, yet to make the transfer we propose would seriously add to our work, and, more than this, would derange the flotilla. In fact, it would seriously embarrass us.

We have now as much and more than we can well perform in organizing vessels, and, from personal considerations, to break up well-organized vessels like the *Tyler*, *Lexington*, and *Conestoga*, would be unmilitary and injurious to the flotilla, and unprecedented in the Navy. Surely you and all your officers will see the matter in this light, and I will not so far reflect upon the patriotism of your officers and crew as to suppose they would urge this matter when they reflect upon the reasons I here give for not complying with their request.

Your own naval experience will readily show you that such an application as this has never been granted in a squadron, as it would produce confusion, and be an admission that personal considerations outweigh the public interest.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

Commander H. WALKER, U. S. Navy,
U. S. Gunboat Tyler, Cairo, Ill.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, requesting information regarding pay and rations for men sent to the flotilla.

CAIRO, December 25, 1861.

GENERAL: I wish to be informed whether I shall pay and ration the several officers and men on board the tugboats sent here for the use of the flotilla by the quartermaster at St. Louis, and if I shall appoint the officers and ship the men now on board of them.

As the case stands, these officers and men are without rations or the means of living; yet they have been sent to me with the tugs intended for the gun and mortar boats.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding Army of the West, St. Louis, Mo.

Letter from Brigadier-General Cullum, U. S. Army, to Flag-Officer Foote, U. S. Navy, regarding memorandum for General Halleck.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, December 26, 1861.

MY DEAR SIR: I have been too much engaged since my return to write you a note respecting the memorandum you gave me to present to General Halleck.

You were immediately telegraphed that your papers would be honored and requested to inform the proper parties.

General Halleck can not give you any more information respecting the requirements of ammunition for the flotilla, not having himself

received orders or intimations from Washington as to its duties and destination.

I have not yet heard from Commanders Pennock and Stembel the result of their firing experiments upon the target. I am writing the report of the board and hope to complete it to-day as far as I can.

What is the width and height of the ports or embrasures of the gunboats? How many degrees do they admit for the elevation and how many for traverse of your guns?

What are the names of all the tugboats, and what is their power or diameter of cylinders, stroke, number of revolutions, and pressure of steam per square inch?

In great haste, yours, very truly,

GEO. W. CULLUM.

Flag-Officer FOOTE, U. S. Navy,
Cairo, Ill.

Letter from Flag-Officer Foote, U. S. Navy, to Mr. Litherbury, regarding the gunboats under construction at Mound City.

CAIRO, December 26, 1861.

SIR: I was informed by Mr. Eads that all the gunboats would be ready to come from Mound City by Wednesday of this week. Now, I learn that you say that the remaining gunboat can not come down till Monday next.

I am waiting to put the guns on board the boats and can not wait longer than to-day. I shall send a steamer up early to-morrow morning for the remaining gunboat, and if you are not ready to send her, you will please address me a letter, assigning the reasons, as I must report it to Washington. The battery must be put on board this week. Already the detention of the gunboats has been greater than the circumstances have warranted.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

MR. LITHEBURY,
Superintendent, etc.

Unofficial letter from the Assistant Secretary of the Navy to Flag-Officer Foote, U. S. Navy, expressing his opinion regarding the value of the mortar boats.

WASHINGTON, D. C., December 26, 1861.

MY DEAR COMMODORE: A merry Christmas to you all. We are in great excitement here about war with England, but the general belief is it can be avoided. I enclose you the revised bill. I believe you did not receive my telegraph about the two lieutenants. A young lieutenant has been ordered and sent out to you, as I said a frigate has only two lieutenants and we have over fifty vessels with no navy officer on board. Some of them do quite well, Du Pont says. I am sorry you do not take kindly to the mortar boats. I have no doubt

but what you will reduce Columbus without them, but if you leave them you leave the most efficient arm you possess. We have twenty mortar boats under D. D. Porter and they will sail in a few days, and we are confident of doing great things with them. The reason I telegraphed about a transfer to the Navy was at the request of several influential persons who thought matters would be expedited under the Navy Department. I told them I thought it was too late.

I hope we shall soon hear of your success at Columbus, the key of the West; when that falls down goes everything there.

Who is sick with you?

Very sincerely,

G. V. Fox.

Wise has written that he got twenty mortar carriages and beds made in twenty days.

Letter from Quartermaster Wise, U. S. Army, to Flag-Officer Foote, U. S. Navy, regarding army authority for pushing naval affairs to the exclusion of other work.

ST. LOUIS, December 27, 1861.

MY DEAR FLAG-OFFICER: Our small boats go by the *City of Alton*, steamer, which was to leave three days ago, but I understand this morning has been detained. She leaves this afternoon.

I have been twice to see Major Allen in relation to number of mortar boats, etc., as requested by you. He was not in, but I left a note in case he wishes any information from me.

Lieutenant Buffington sent word this morning that no more shells would be received, as he had as much as he could attend to with army business. I immediately prepared a telegram to send you, but first had an interview with General Cullum and Captain Callender. The conclusion arrived at was that everything we required should be done to the exclusion of other work. Messrs. Dowdall & Co. will inform Captain Callender to-day how many more shells are to be delivered under their contract.

* * * * *

Hatch & Co. are pushing on with all speed.

Very respectfully and truly,

GEO. D. WISE.

Flag-Officer A. H. FOOTE,
Cairo.

[Telegram.]

CAIRO, December 27, 1861.

Required immediately by railroad express cars thirty of 9-inch breechings, 27 feet long. For rifle guns twenty breechings of 8-inch, 25 feet long.

A. H. FOOTE,
Flag-Officer.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance, Washington, D. C.

Letter from Flag-Officer Foote, U. S. Navy, to the Assistant Secretary of the Navy, transmitting correspondence with Major-General Halleck, U. S. Army.

CAIRO, December 28, 1861.

SIR: I send herewith copies of a correspondence and telegrams with Major-General Halleck, commanding, by which you will readily perceive the great embarrassments in which we are involved for want of men, as well as the difficulty of any military commander fully appreciating the wants of men-of-war, or even Western gunboats.

The general, as you will at once perceive, has fully misunderstood my letter of the 25th instant, which asks him what I am to do with the temporary masters and crews on board the tugs or small propellers ordered to us and intended for our mortar boats. He has confounded these officers and men (river men and officers) with the regiment of volunteers, and answers that letter under an erroneous conception of its meaning, and does not touch the subject of the letter at all. If the general had written such a letter in reply to my enclosed letter of the 26th instant (which he had not received when he wrote his letter of the 27th instant), I should not have been so much surprised, although his ideas, as you will see, are wholly impracticable, in sending a regiment with its officers and men to act as marines.

We had all things in comparative good condition, and only wanted men to begin, if not to complete, the commission of all the gunboats this week or early in the next, as stated in my letter of the 26th instant to General Halleck. Now we are thrown back again for want of men. I see no other way possible for us to organize effectively but to have 1,000 men sent us from the East immediately, unless I am authorized to ship men who are discharged from the different regiments in the Army for the purpose of entering the navy gunboats. This I had authority to do from General Frémont. In fact, an order was given to the Adjutant-General to discharge such men from the Army as I should want for the gunboats.

I know General Halleck's difficulties, and find no fault with him or his course, except that he seems to question my judgment about navy matters, of which, of course, he can know but little, and I, of course, must know vastly more than he does. I present the whole matter to you, knowing that your resources will apply the corrective, as you have, superadded to good sound judgment, great experience in naval matters and wants.

The appointment and assignment of officers, the difficulty in obtaining supplies of articles required while about commissioning vessels, want of men, slow work of carpenters and machinists, and want of accommodations on shore for magazines and projectiles for future use are serious difficulties; but if we have the men I hope to overcome measurably all other difficulties.

I have numbered the accompanying letters, commencing No. 1, which will enable you to read them in order, and it will thus require less time for you to understand the merits of the case. I also send the copies of two telegrams I had dispatched to you and Secretary Welles yesterday, in case they did not reach you.

We had telegraphed to Mrs. Commander Perry, as her husband is quite ill with typhoid fever, to come and see him. He has been very anxious to go in the expedition and zealous in his work, and would no doubt have performed great service had his health continued good.

I regret his loss to us, both personally and officially. I consider it a duty to make this statement in his behalf to the Navy Department.

I have the honor to be, very respectfully, your obedient servant.

A. H. FOOTE,
Flag-Officer.

G. V. Fox, Esq.,
Assistant Secretary of the Navy, Washington, D. C.

P. S.—I may commence the work by assigning the officers and 60 men to each boat, and afterwards fill them up as we receive the men, commencing on or about the 6th proximo.

A. H. F.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, regarding the number of volunteers required for the gunboats.

CAIRO, ILL., December 26, 1861.

GENERAL: I respectfully request that you will send me immediately 1,000 of the volunteers which are assigned to the gunboats. My original estimate was 1,100, but having since received two drafts of men from the lakes I shall not want more, if quite as many, even, as 1,000. Still, there will probably be among the thousand men quite a number who will be physically disqualified for duties on ship-board.

I addressed you a note on the 19th instant asking for 500 of the 1,100 men. I, of course, include these 500 men in applying for the 1,000 men.

We shall probably have all the guns mounted in the gunboats to-day with the exception of one boat still at Mound City, but which I have ordered here to-morrow. The carpenters and engineers are still at work, but I hope to have all or most of the gunboats in commission during the coming week if the draft of men from St. Louis comes in time. It is important that the vessels should be in commission soon, as many preliminary arrangements are necessarily to be made, with frequent exercise of great guns, before so many raw recruits will be qualified to perform their part of the work in the flotilla.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding Army of the West, St. Louis, Mo.

[Telegram.]

CAIRO, ILL., December 28, 1861.

Commander Perry is quite ill with typhoid fever and will be unable to perform duty. We want two more lieutenants.

If junior lieutenants to Lieutenant Commanding Phelps can not be ordered, we want Lieutenants Bryant and Thompson sent to the

flotilla. Our flotilla will be seriously affected, as will be seen by the following telegram to General Halleck, if his orders are carried out, who has written to me that officers of the regiment of volunteers must come to the flotilla with their soldiers and all to be regarded as marines and to be under command of no navy officer except the commanders of the gunboats. I will inform the Department of the result of my communication with General Halleck. I have thus telegraphed General Halleck:

The volunteer soldiers are wanted in the gunboats in place of seamen. The complement of officers is filled. No staterooms nor other accommodations whatever have been provided for more officers, and we have no use for them. We want men to fight the guns and work the boats. We never have in men-of-war more than one-sixth of a crew as marines. The second in command, or executive officer, controls all officers. This was so decided by the Secretary of the Navy in my own case, when first lieutenant or executive officer [of] a man-of-war, while a major of marines was attached to the same ship. I made no requisition for soldiers until ordered to do so by the Navy Department.

I supposed that the volunteer soldiers would be discharged from the Army and shipped by me for the gunboats, and be placed on the same footing with its crew. Please not send the volunteers until you hear from me further. I will write or send an officer to see you.

A. H. FOOTE.

Hon. G. WELLES.

[Telegram.]

CAIRO, *December 28, 1861.*

My letter of the 25th instant for pay and rations refers solely to river officers and men in the propeller tugboats, and not to the volunteer soldiers.

The volunteer soldiers are wanted in the gunboats in place of seamen. The complement of officers is filled. No staterooms nor other accommodations whatever have been provided for more officers, and we have no use for them. We want men to fight the guns and work the boats. We never have in men-of-war more than one-sixth of a crew as marines. The second in command, or executive officer, controls all officers. This was so decided by the Secretary of the Navy in my own case, when first lieutenant or executive of a man-of-war, while a major of marines was attached to the same ship. I made no requisition for soldiers until ordered to do so by the Navy Department.

I supposed that the volunteer soldiers would be discharged from the Army and shipped by me for the gunboats, and be placed on the same footing with the crew. Please not send the volunteers until you hear from me further. I will write or send an officer to see you.

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK,
Commanding Army of the West, St. Louis, Mo.

[Telegram.]

WASHINGTON, *December 28, 1861.*

(Forwarded from Chicago, December 30.)

Telegram received. Will see General McClellan at once and arrange matters. Lieutenants Prichett and William Gwin ordered.

Will you have any more? I wish you could be transferred to the Navy. All are willing.

G. V. Fox.

Flag-Officer Foote.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, requesting that the firing from Camp Holt be restricted to avoid injury to that vessel.

U. S. GUNBOAT TYLER,
Off Camp Holt, December 29, 1861.

SIR: We have been for several weeks, at times, annoyed by the soldiers at Camp Holt firing off their muskets in the direction of our vessel, on some occasions coming in such close proximity that the whiz of the ball as it passed could be distinctly heard. This morning it was repeated; this time one of their Minié balls striking one of our guns and glancing in the porthole, and another striking the upper deck.

The safety of ourselves and crew would seem to demand some imperative order from the colonel commanding. We have changed positions three times to avoid their firing, and unless they stop it we are in imminent danger of our lives, and I consequently consider this an unsafe anchorage.

Very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. Foote, U. S. Navy,
Commanding Naval Forces on Western Waters.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, again calling attention to the random firing from Camp Holt.

U. S. GUNBOAT TYLER,
Off Camp Holt, December 30, 1861.

SIR: I am compelled again to bring to your notice the random firing of the soldiers from Camp Holt, which was followed up this morning as usual.

The officer of the deck reported to me that three balls passed over the deck near where he was standing, and one ball struck the water near to a seaman who was outside washing his hammock.

I sent my compliments to the colonel, requesting that it be stopped; the reply was, "Very good, sir."

I have the honor to be, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. Foote, U. S. Navy,
Commanding Naval Forces, Western Waters, Cairo, Ill.

[Telegram.]

WASHINGTON, December [30], 1861.

A telegraph yesterday about men. Do you wish, say, four of the volunteer masters who have been under drill? Would you advise transferring the flotilla and your whole command to the Navy Department?

G. V. Fox,
Assistant Secretary Navy.

Flag-Officer A. H. FOOTE.

Letter from Flag-Officer Foote, U. S. Navy, to the Assistant Secretary of the Navy stating his reasons for advising no change of present organization of his command.

CAIRO, December 30, 1861.

SIR: In reference to the transfer of the flotilla to the Navy Department, as intimated in your telegram of to-day, I now respectfully submit my views arising from the peculiar circumstances of our organization.

Previous to leaving Washington I had an interview with Quartermaster-General Meigs, who gave me written authority to appoint such assistants as I deemed necessary to carry out effectively the objects of the flotilla, and he informed me that masters of Western steamboats often received \$200 per month, and that I could not be governed in all cases by salaries or pay given at the East. In the case of masters and pilots, I have been obliged, in order to secure the services of efficient men, to pay first masters \$150 per month, second masters \$125, third masters \$100, and fourth masters \$80 per month, while pilots are paid \$175 per month.

These prices are much less than the incumbents receive in ordinary times, while they have before been provided with table furniture and stores, bedding, etc., which I have not allowed them. The captain's clerks, who are also acting paymasters, assistant surgeons and engineers, and master's mates, are paid at no higher than navy rates, excepting the chief paymaster, Mr. Henriques, who has been for many years in the Navy, and I absolutely required his services to teach and supervise the other paymasters, and who I have paid and promised to pay the amount paid to an acting paymaster and commodore's secretary, as he does the duty of both the grades—I have no other secretary—viz, \$2,200. So complicated is the financial business of this flotilla, that Mr. Henriques' services are indispensable to me, as I have stated to General Meigs, and am paying him accordingly.

We are greatly dependent upon the army for wagons to transport our ammunition, for storage, and for many other things. We also receive our funds through Acting Quartermaster Wise, who, if this transfer is made, I hope will obtain the position of storekeeper, or some other position, with a salary equally as good as that he now receives.

With the pressure of work upon me, I hope that no change will be made disturbing or changing materially our present organization,

as I greatly fear that such change would seriously impair our efficiency for good service.

I ought further to add that Commander Rodgers had paid all his men \$18 per month, as he informed me none could be had at a less price, as river men receive \$30 per month usually, and I therefore have been compelled to continue this rate of pay to the men, and rate all over 20 years of age as seamen, at \$18 per month.

With these considerations, I submit the matter of transfer to be disposed of as the Department may decide. I should apprehend serious difficulty if pay is to be reduced, or a change made in my own secretary and acting paymaster.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

G. V. Fox, Esq.,

Assistant Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, ILL., December 30, 1861.

I want two lieutenants in addition to Lieutenants [Gwin] and [Prichett]. If you can send them, I will write in full about transfer to the Navy Department. Our financial system and appointments and pay of officers and the army facilities for ordnance and storage have closely interwoven the army and navy business here, and unless they can be approved and confirmed by the Navy Department, with the proposed transfer to the Navy, it will greatly damage, if not impair, the efficiency of the flotilla. Commanders Perry and Winslow will not be able to take command of their gunboats.

A. H. FOOTE,
Flag-Officer.

G. V. Fox.

[Telegram.]

ST. LOUIS, December 31, 1861.

Enlisted men can not be detailed without their officers.

General Halleck will discharge any soldier who will ship for gunboat service. Will explain further difficulties in the way when I see you.

A. M. PENNOCK,
U. S. Navy.

A. H. FOOTE.

Report of Flag-Officer Foote, U. S. Navy, transmitting report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding protection of Union property on the Ohio, Cumberland, and Tennessee Rivers.

CAIRO, ILL., January 1, 1862.

SIR: I forward herewith a copy of a letter received from Lieutenant Commanding Phelps, of the gunboat *Conestoga*.

I propose sending to-morrow, or the next day, the gunboat *Lexington*, in command of Lieutenant Shirk, to join Lieutenant Phelps in the *Conestoga*, both vessels to be under the direction of Lieutenant Commanding Phelps, the senior officer. In guarding and protecting the Union people on the borders of the Ohio, Cumberland, and Tennessee rivers, Lieutenant Phelps is rendering valuable service.

A copy of the enclosed letter I have forwarded to General Halleck and to General Grant, while the latter has sent a copy to General Buell in Kentucky.

I am using all possible dispatch in getting all the gunboats ready for service. There is a great demand for them in different places in the Western rivers.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Received February 25, 1862. Notify Flag-Officer Foote of the great delay in his dispatches.

[Enclosure.]

U. S. GUNBOAT CONESTOGA,
Paducah, December 30, 1861.

SIR: I have the honor to report to you that I returned last evening from a cruise up the Ohio River, to as far as Cannelton, Ind., stopping at various points, both going up and returning.

There is entirely too much smuggling done between this point and Evansville, and as usual chiefly by Jews. Steamers still stop at all points along the Kentucky shore, and the mail is delivered there also. I think both these practices should be discontinued. Steamers should only be permitted to land at fixed points along the north bank of the Ohio, where the Government has agents or a military force. Permitting the mails to be delivered in the towns on the Kentucky shore, between Smithland and Paducah, is affording a constant means of communication and information to the rebel force at Bowling Green.

The rebels threaten to burn the steamers along the Ohio if the mails are stopped. The advantage to them of these steamers is so great that they do not make prizes of them, as could be done at any time. Care on the part of steamboat captains, and visits along the river of gunboats from time to time, would prevent the rebels from executing their threats of burning. Goods are brought down by wagons from

the central railroads of both Indiana and Illinois, and carried across the Ohio thence to rebel camps.

General Grant has a force of one cavalry regiment and one of infantry stationed at Shawneetown, which could do much, not only to stop smuggling, but also to put an end to the collection and driving off by the rebels of hogs and other stock from that part of Kentucky opposite—one of the greatest hog-producing counties in the State. If active, the Shawneetown force could break up all the rebel marauding parties thence to the Cumberland.

It is the opinion of Union people along the Kentucky side of the Ohio that they are protected from violence at the hands of their secession neighbors, and of marauding troops, only through fear of the gunboats. I was informed that the population of Caseyville was disposed to be violent toward the few Union men there, and I warned the authorities of the consequence of any actual violence or molestation the loyal people should suffer at the hands of any rebels, whether citizens of the place or not.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. NAVY,

Commanding Naval Forces, Western Rivers, Cairo, Ill.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, to continue his operations in the Ohio, Cumberland, and Tennessee rivers.

CAIRO, January 1, 1862.

SIR: I have ordered Lieutenant Shirk, with the *Lexington*, to report to you. With this additional vessel, you will be able to guard the extensive interests intrusted to you along the margin of the Ohio, Tennessee, and Cumberland rivers.

I have forwarded copies of your letter of the 30th instant to the Secretary of the Navy, and to Generals Halleck, Grant, and Buell. I wish you to continue, as you have done, to consult with General Smith, commanding at Paducah, before you proceed to any new point. Also to keep me informed of all changes occurring in the vicinity of your cruising ground. Should you have reason to suppose that any demonstration might be made against forts or gunboats of the rebels, you will immediately inform me, that I may join you, if possible, with an additional boat. I hope soon to visit your command.

Having great confidence in your discretion and valor,

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding S. L. PHELPS,
Conestoga.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Shirk, U. S. Navy, to assume command of the U. S. S. Lexington.

CAIRO, January 1, 1862.

SIR: You will repair on board the U. S. gunboat *Lexington* and assume the command of that vessel.

When coaled and provisioned, and in all respects ready for service, you will to-morrow proceed up the Ohio River to the city of Paducah and there report yourself to Lieutenant Commanding Phelps, of the *Conestoga*. Should Lieutenant Commanding Phelps be absent from Paducah, you will call on General Smith, commanding that division of the army, and should he consider your presence important in Paducah, or at the mouth of the Tennessee or Cumberland rivers, you will take the station he may indicate until the arrival of Lieutenant Commanding Phelps, who, being your senior officer, will give you further instructions as circumstances may require.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding J. W. SHIRK,
Cairo, Ill.

Order of Flag-Officer Foote, U. S. Navy, to Commander Stembel, U. S. Navy, to assume command of the U. S. S. Cincinnati.

CAIRO, January 1, 1862.

SIR: You are hereby detached from the command of the U. S. gunboat *Lexington*, and you will assume command of the new gunboat *Cincinnati*.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander R. N. STEMBEL,
U. S. Gunboat *Lexington*.

Report of Flag-Officer Foote, U. S. Navy, forwarding list of officers assigned to the new gunboats.

CAIRO, ILL., January 2, 1862.

SIR: I have the honor to forward a list of officers assigned to the twelve different gunboats. There are a few vacancies, which will shortly be filled.

I hope to be able to send 60 men on board of each gunboat within the week. We are waiting for the thousand men to fill up our complement of men. The *St. Louis*, *Essex*, *Tyler*, *Lexington*, and *Conestoga* are already in commission, and to-day the *Lexington* has gone to Paducah, Ky., and, with the *Conestoga* there, will look out for our interests in the Ohio, Tennessee, and Cumberland rivers.

The carpenters and engineers are behindhand in their work; still, I hope, by the 20th instant, if we receive our men in time, that we shall be commissioned and ready for service.

Commanders Perry and Winslow will probably not be able to perform duty in the flotilla.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

WASHINGTON, *January 2, 1862.*

Secretary authorizes expenditures of \$2,000 in improving *Benton's* speed; but will you improve it materially? Can you spare her for three weeks? Act on your own discretion. She never can be made fast, in my opinion.

M. C. MEIGS,
Quartermaster-General.

A. H. FOOTE,
Flag-Officer.

Letter from Brigadier-General Grant, U. S. Army, to Flag-Officer Foote, U. S. Navy, requesting the service of a gunboat for convoy duty.

HEADQUARTERS DISTRICT OF CAIRO,
Cairo, January 2, 1862.

COMMODORE: Will you please direct a gunboat to drop down the river this morning as far as the head of the First Island [No. 1?] to protect a steamer I am sending down to bring up produce for some loyal citizens of Kentucky?

Respectfully, your obedient servant,

U. S. GRANT,
Brigadier-General, Commanding.

Commodore FOOTE,
Commanding Cairo Flotilla.

[Endorsement.]

Commander Walke will proceed in execution of this request.

A. H. FOOTE,
Flag-Officer.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Tyler, regarding duty performed by that vessel.

U. S. GUNBOAT TYLER,
Off Camp Holt, January 2, 1862.

SIR: Agreeable to your order of this morning, I proceeded down the river as far as the head of the First Island [No. 1?], to protect

the steamer *Rob Roy* while taking on board produce, etc. After her departure I returned to my anchorage at Camp Holt.

I have the honor to be, very respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces on Western Waters.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General, U. S. Army, forwarding list of officers assigned to the gunboats.

CAIRO, ILL., January 2, 1862.

GENERAL: I forward herewith a list of officers selected for the twelve gunboats.

It seems necessary to make this assignment of officers even before the work on boats is completed. The carpenters and engineers, I trust, will finish their work next week. We are in want of 1,000 men to complete the crews of the respective vessels. If these men are soon furnished, we can have the gunboats in condition for service by the 20th instant.

As you are aware, the *Tyler*, *Lexington*, *Conestoga*, *Essex*, and *St. Louis* are already in commission.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Quartermaster-General M. C. MEIGS,
Washington, D. C.

Letter from Flag-Officer Foote, U. S. Navy, to Quartermaster Meigs, U. S. Army, announcing the arrival at St. Louis of tugs and mortar boats.

CAIRO, January 4, 1862.

GENERAL: The mortar and tug boats have all arrived at St. Louis and been assigned to me by Quartermaster Allen. The tugboats are officered and manned, but in some instances not properly officered. It is understood that I am to have charge of these boats. The question of pay and rations requires to be settled. Will you, therefore, please inform me if I am to pay them? If so, it seems to me that the better course will be for the acting paymaster of my own vessel, the *Benton*, to enter them upon the books of that gunboat, and we pay and ration them as we do the crew of the *Benton*.

As the mortar boats (38 in number) have also arrived, it is necessary that a mortar superintendent should have charge of them, under my direction. I have appointed Captain Constable for this purpose, a gentleman who held a commission as major in the British East India Company service, and is familiar with the use of mortars, and comes to us highly recommended. I will pay this officer, whose services will be highly valuable if the mortar boats are fitted out, at the rate of \$2,000 per annum.

I respectfully request instructions in relation to these tugs and mortar boats, especially the former, as the officers and men are almost clamorous for their pay and subsistence.

I find a great pressure bearing upon me for exorbitant prices for freight, and from steamers. I have in one instance, in freight, cut a bill down \$2,000, and another bill of \$300, I paid but \$100, and in both cases informed the parties that I should send the bills to the court of claims at St. Louis, unless the deductions were made, which was done, the parties regarding that court something like the court of chancery. I believe that in all cases the flotilla, in finances, has been comparatively well managed.

A careful person should have charge of the mortar boats in this river during the winter seasons, and I have therefore appointed Captain Constable for the purpose. Also with the view of securing his valuable services in case the mortar boats are to be equipped.

The tugboats were not in good condition when they were delivered in St. Louis, and, as you will see by the report of the board of officers, the mortar boats are far from being in good condition as [to] their magazines; many of them leak badly and are otherwise defective; still, they may be made to answer the object of their construction.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Quartermaster-General M. C. MEIGS.

Extract from a letter from Theodore Adams to Flag-Officer Foote, U. S. Navy, dated St. Louis, Mo., January 3, 1862.

I am informed by Captain Wise and Captain Turnley that two of the last four tugs, since their arrival at Cairo, are disabled and in a leaking condition.

The tugs, when received here by Major Allen, were in a complete and finished condition, and since then have been under his control and in charge of officers under his appointment and pay. They, with the mortar boats, are no longer under any control of mine, and I can not, therefore, do anything toward their repair without orders from Major Allen or yourself. I will cheerfully do anything either of you may require at any time, but I can not be responsible for any mishap to any of the craft I have built after they have been taken from my control.

The boats referred to have been ordered to Cairo by direct orders from General Meigs, and were received here by Major Allen and taken under his control when they left this city.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Shirk, U. S. Navy, commanding U. S. S. Lexington, to report for duty at Cairo, Ill.

CAIRO, January 5, 1862.

SIR: You will proceed immediately with the *Lexington* under your command to this place and report yourself to me.

If Lieutenant Commanding Phelps has returned to Paducah, you will show him this order; otherwise report to General Smith, com-

manding, that you are ordered to Cairo. Inform no persons of your orders or movements except the above-named officers.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding JAS. W. SHIRK, U. S. Navy,
Commanding U. S. Gunboat Lexington, Paducah, Ky.

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[Telegram.]

ST. LOUIS, *January 7, 1862.*

Twenty-four carpenters leave on first train. Have been pushing iron men and machinists all in my power and to some advantage.

JAS. B. EADS.

A. H. FOOTE.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding a reconnoissance in the Tennessee River.

U. S. GUNBOAT CONESTOGA,
Paducah, January 7, 1862.

SIR: Yesterday I ascended the Tennessee River to the State line, returning in the night. The water was barely sufficient to float this boat, drawing 5 feet 4 inches, and in coming down we dragged heavily in places. The Cumberland is also too low above Eddyville.

The rebels are industriously perfecting their means of defense both at Dover and Fort Henry. At Fort Donelson (near Dover) they have placed obstructions in the river, $1\frac{1}{2}$ miles below their battery, on the left bank and in the bend where the battery comes in sight. These obstructions consist of trees chained together and sunk across the river with the butts upstream, the heads floating near the surface, and are pointed. Placed as they are reported to be, any attempt to remove them must be made under a severe fire and where there is very little room for covering boats. The bend is a very sharp one and the river not more than 150 yards wide. The battery upon the right bank is upon a hill one-half mile back from the river and considerably below the fort upon the left bank. It can be seen, I am told, but 1 mile. Four weeks since they had four 32s mounted on the hill, and had a large force of negroes at work. The fire of gunboats here would be at a bad angle. On these narrow streams, with their usually contracted channels, it would appear to me very necessary to have the assistance of mortars in reducing earthworks as strong and complete as those on the Tennessee and Cumberland have been made. The forts are placed, especially on the Cumberland, where no very great range can be had, and they can only be attacked in one narrow and fixed line. Shot can dismount their guns (all en barbette), nothing more. Our shell must burst at the moment, or they pass harmless, while there is little room to regulate distance nicely. There is no advantage to be gained by moving in circles or otherwise. Some of the disadvantages of narrow streams would be partially removed by a high stage of water.

Fort Henry I have examined, and the work is formidable. Fort Donelson can only be seen from an easy range of its guns. There are a thousand rumors, but I conclude that the batteries upon both sides, their situation, the character and location of the obstructions may be considered as known. It is now too late to move against the works on either river, except with a well-appointed and powerful naval force. Capturing Fort Donelson and passing up to Clarksville would alarm the army at Bowling Green, and the capture of the fortifications there (Clarksville), so as to leave the way open to Nashville, would complete the demoralization of the rebel army and cut off its railroad communication. But at this time there is no water in the river.

Lieutenant Commanding Shirk received your order yesterday morning. I hope it will be in your power to again send the *Lexington* here. General Smith does not deem it prudent to leave this place without a gunboat, on account of the threatened attack by the rebels, via the Tennessee, with gunboats and land force. I do not think their boats are ready.

It would be well, besides watching the Cumberland, to make trips along the Ohio, with time to loiter at such places as Carrsville, Caseyville, Uniontown, and other points, to break up rebel routes of communication, and, if the *Lexington* can be spared, this place need not be left without a boat.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. NAVY,
Commanding Naval Forces, Western Waters, Cairo, Ill.

[Telegram.]

GUNBOAT ESSEX, below Cairo, Ill., January 7, 1862.

To-day I have been down the Mississippi River within range of the batteries at Columbus with gunboat *Essex*, Captain Porter, accompanied by the *Tyler* and *Lexington*, Captains Walke and Shirk. Colonel Webster, in the Engineer Corps, accompanied us in the reconnoiter. One of the submarine batteries, or obstacles, reported, was found in the river.

A. H. FOOTE,
Flag-Officer.

Hon. G. WELLES.

Report of Flag-Officer Foote, U. S. Navy, regarding a reconnoissance in the Mississippi River to Columbus, Ky.

CAIRO, ILL., January 7, 1862.

SIR: I have telegraphed the Department already that to-day I have made a reconnoissance down the river within the range of the batteries of Columbus, taking with me the *Essex*, Captain Porter, the

Lexington, Lieutenant Commanding Shirk, and the *Tyler*, Captain Walke. Colonel Webster, of the Engineer Corps, also accompanied us, while a squadron of cavalry, on the Missouri side, proceeded at the same time toward Belmont.

I ran down within range of the rebel batteries, but the enemy did not open fire. My object was fully attained in seeing the river down to the point we clear[ed] of submarine batteries and other obstacles. I did not consider it policy to open fire on the batteries, as we had not the force to attempt to carry them, which would have induced the rebels to claim a victory if we had retired after first opening upon them. One of their gunboats, which we had driven down the river, followed us up on our return. I fired at her and then gave chase, compelling her to return to Columbus, after an exchange of two or three shots, one of which was fired from the Columbus batteries when we were some 1,200 or 1,500 yards farther off than we were when first running down to examine the river.

The object of the reconnoissance was satisfactorily accomplished in all respects, showing that the rumors of obstacles being in the river, and dangerous torpedoes, are unfounded, at least until within range of the rebel batteries.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga.

CAIRO, January 8, 1862.

SIR: I send Lieutenant Commanding Shirk, with the gunboat *Lexington*, to report to you, and who will act under your directions for the present.

I am unable to answer your communication received to-day, in consequence of a severe headache. I wish you to keep me informed, as you have done, of all information you have about the enemy; also your own views are always acceptable.

General Smith has orders in relation to the gunboats, and you will please call on him for them. If they have not yet reached him, they will soon. Your vessel and the *Lexington* will remain ready for service at a moment's warning.

Very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding S. L. PHELPS,
Conestoga.

Obey the orders from General Smith so far as water and other things, in your judgment, will admit.

A. H. F.

Letter from Flag-Officer Foote, U. S. Navy, to Quartermaster Allen, U. S. Army, regarding the need of a tugboat.

CAIRO, January 8, 1862.

MAJOR: The *Benton* is certainly a very slow boat, from want of steam power. I am told that Captain [Theodore] Adams is building a very good tug at a comparatively low price. I should like her specially for the *Benton*, as we have now hardly tugs enough if we fit out the mortar boats. Can you not arrange it so as to let us have the tugboat in question?

We would like the tugs plated about the machinery and pilot houses. Captain Adams says he has iron enough to do this, belonging to the Government.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major ROBERT ALLEN,
Chief Quartermaster, St. Louis, Mo.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding proposed expedition.

CAIRO, January 9, 1862.

SIR: You will be cautious in exposing your vessels where it can well be avoided on the service upon which you are sent, as a larger force will be sent up the Tennessee River when the object is to attack the batteries and remove the obstructions in the river. I would now join you with two heavier gunboats did I not expect to be called in a different direction.

Demonstrations are sometimes made in war when the object is to avoid, if it can well be done, a conflict. General Smith will probably make some further explanation.

You will not communicate to a single person, except Lieutenant Commanding Shirk, of the *Lexington*, the place nor the object of your expedition.

As I informed you yesterday, you will receive more definite instructions through General Smith, commanding at Paducah.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding S. LEDYARD PHELPS,
Commanding Conestoga, Paducah.

Tell your paymasters of the *Conestoga* and of the *Lexington* to make out their requisitions for money with duplicate pay rolls for all officers and men, and send paymasters down for money and we will pay them off to January 1, 1862.

A. H. FOOTE.

Report of Flag-Officer Foote, U. S. Navy, regarding proposed cooperative movement in the Tennessee River.

CAIRO, January 9, 1862.

SIR: I have received from General Grant, commanding this post, confidential communications in relation to an expedition of troops planned by General Halleck.

On consultation with General Grant, I have ordered two gunboats up the Tennessee River, in charge of Lieutenant Commanding Phelps, a judicious officer. Also two gunboats will leave this place to-day for the protection of the transports, which take troops a short distance down the river. I shall reserve one gunboat to go down the river with myself to-morrow or next day, in time to join the two other boats when they move farther down.

Our force being thus divided, the Department will infer that it will be rather of a demonstrative character than otherwise. I shall in person, however, accompany and take charge of the gunboats which go down the Mississippi, remaining here on account of the pressure of work till the latest moment.

I purpose commissioning the gunboats *Cincinnati* and *Carondelet* to-day and to-morrow, and having the remainder in commission during the ensuing week. We have but one-third of a crew (60 men) for each gunboat, while the carpenters and machinists are still at work, but they have nearly completed their duties.

I can obtain no authority to prepare the mortar boats. In fact, the report of the officers ordered by General Halleck upon these boats has but just been forwarded. I had made arrangements, on the arrival of General Halleck, to have had the mortar beds made in fourteen days at St. Louis and to have the mortars sent to this place from Pittsburg, but he declined to give authority. I could do nothing then, as General Meigs informed me that General Halleck had instructions what course to take relative to these mortar boats. General Halleck said that he had no instructions, and soon afterwards ordered the officer I had obtained to attend to the mortars to a company at or near Tipton, Mo. I intend writing General Meigs to-day on the subject.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, January 9, 1862.

Full directions have been given for the movement of troops on the expedition just fitting out. It will commence this evening by the advance, under General McClelland, taking position at Fort Jefferson. Will you be kind enough to direct such of the gunboats as you may

think it expedient to send to accompany the transports and occupy a position for their protection?

U. S. GRANT,
Brigadier-General, Commanding.

Commodore ANDREW H. FOOTE,
Commanding Cairo Flotilla.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, to proceed to Fort Jefferson on convoy duty.

CAIRO, January 9, 1862.

SIR: When the transports leave to-morrow you will proceed with them, directing Lieutenant Commanding Paulding to follow your motions and convoy the troops down to Fort Jefferson, and there remain, protecting the troops as you may deem best with your own gunboats and the *St. Louis*.

The troops may remain at Fort Jefferson a day or two. By the time, or soon after, they all have left, I will join you with the gunboat *Tyler*. I want you, therefore, to remain at Fort Jefferson until I join you in one or two days from your arrival at that point.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander W. D. PORTER,
Commanding Gunboat Essex.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding the removal of obstructions in the river.

CAIRO, January 10, 1862.

SIR: In my orders yesterday I omitted to state that you would confer with the commanding officer of the troops at Fort Jefferson.

As you suggested yesterday about removing obstructions in the river, it might be well for you to prepare one or two trees for that purpose. I shall join you at Fort Jefferson on Saturday or Sunday with the *Tyler*. The troops may leave there before that time.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander W. D. PORTER,
Commanding Gunboat Essex.

Convoy the transports when they go down about 12.

A. H. F.

Additional instructions from Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, regarding convoy duty.

CAIRO, January 10, 1862.

SIR: General Grant may send one or two steamers with troops tomorrow farther down the river than Fort Jefferson, so he has just informed me. In that case you will have one of the gunboats to precede the transports as they go down, say, to the vicinity of Island No. 2.

I will be down on Sunday in the *Tyler*. In the meantime, keep the boats near [Island] No. 2, if the troops at Fort Jefferson shall have left, and there, near [Island] No. 2, await my arrival.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander W. D. PORTER,
Gunboat Essex.

[Telegram.]

WASHINGTON, January 10, 1862.

The President desires immediately a full report of the number of your gunboats, armament, crew, etc., and full particulars relative to the mortar boats, number in commission, number of mortars mounted, number of mortars ready to mount, etc., the time of completion of all boats, etc. Acknowledge receipt of this.

G. V. FOX,
Assistant Secretary Navy.

A. H. FOOTE.

[Telegram.]

CAIRO, January 11, 1862.

Tell Captain Constable I want him here immediately.

A. H. FOOTE,
Flag-Officer.

Captain GEORGE D. WISE,
Assistant Quartermaster, Gunboat Flotilla, or
Captain A. G. A. CONSTABLE,
St. Louis, Mo.

Report of Flag-Officer Foote, U. S. Navy, transmitting detailed report regarding naval affairs for the information of the President.

Private and confidential.]

CAIRO, ILL., January 11, 1862.

MY DEAR SIR: I send the report herewith which your telegram of the 10th, but not received till this morning, required for the President.

I have endeavored to keep the Department fully informed of our progress, with all incidental circumstances. I have worked incessantly since I have joined or assumed command here. The contractor, in not being up to time, and want of men, has kept the gunboats from being commissioned. I have had all things in my power, and over which I had control, ready long since. With reference to the mortar boats, I only wish that you could see them; their magazines are merely square holes in the timbers banded together forming the boat, and of course most of them leak. The mortar boats would require, if all fitted out, about 800 men. There are no conveniences for living aboard. They will leak more and more. Some of our best officers have no better opinion of these rafts or boats than I have; still this is unofficial. It is my business to let the Government judge, and I am to obey orders, and while I can not consider these boats as well adapted to the purposes for which they were designed, still, as I said to General Meigs, so much has been expended upon them, they ought not to be cast aside, or words to that effect, and I certainly would not presume to throw obstacles in the way of having them fitted, armed, and equipped.

I obtained authority to this effect from General Frémont, but General Curtis, when he sent for me and asked for my orders and instructions (which I reported, to show how every brigadier might interfere with me and by way of illustrating the necessity of the appointment of a flag-officer), said that General Frémont's orders were, or would be, now of no avail. Still, on General Halleck's arrival, I called on him and said that I had selected Captain Constable, who, with Lieutenant Sanford, under my direction, could have good mortar beds made in fourteen days in St. Louis, while I could send Captain Pike, who had been an engineer, appointed by Frémont, to Pittsburg, to have the mortars there made sent or shipped here before navigation closed. I asked General Halleck to allow me to do this, and I would have the mortar boats armed in twenty days. He declined, as he had no authority, and in a few days sent Captain Constable to join his company. He was averse to helping me at all. General Meigs, on referring to him, said that General Halleck had instructions with reference to gun and mortar boats, as shown in his letter to me. I left St. Louis under those circumstances, while afterwards the quartermaster sent down the mortar boats, asking me to receive them. Such is a brief history of these boats. I have here had no men, nor officers, nor means to attend to them; yet had I supposed that it was the intention of the Department for me to fit them out or to move in the matter, I would have found some way of doing it. But could it hardly be expected of me to have done differently from what I have done here? I am aware that an officer in command is considered by the public culpable when anything is wanting in the department where he is chief, irrespective of the question of his right to do it or his power of accomplishing it, but I trust you do not and will not consider me at all derelict in doing just as I have done. I should like, and be greatly obliged to you for, a reply to this at your early convenience, and let me know what is expected of me about these mortar boats. I have to-day telegraphed to Pittsburg to learn how many beds and mortars are or can be soon ready, and I am ready, as I have ever been, to do

all that the Department wishes. My report is comparatively incomplete, as I had very hastily drawn it up without time to correct it, when it was reported that our two gunboats which I sent down the river yesterday, and which I intended to join myself to-morrow, were in action with the rebel gunboats, and I, of course, went down to look into the affair.

You will soon and probably, by this time, have seen the report, of gun, and mortar, and tug boats, of a board ordered by General Halleck.

I am aware that an officer of great resources can overcome almost insuperable difficulties, but away from a navy yard, and with the means I have at command in this wilderness of naval wants, I must say that I do not see how, under the circumstances, anyone could have done more than I have done. I feel, of course, very sadly as I perceive that the telegram indicates that I have not accomplished what has been expected of me. But could any officer here, in my circumstances, have accomplished more?

Respectfully and very truly, yours,

ANDREW H. FOOTE,

G. V. Fox, Esq.,

Assistant Secretary of the Navy.

I have made every effort to ship men in the West, but have secured less than 200 in number. The river men enlisted in June, or went South, and as our pay is \$18 per month and their old pay \$30, the remaining men are indisposed to go or ship in the gunboats.

The mortar boats would require, if all were fitted out, about 800 men.

A. H. F.

[Enclosure.]

CAIRO, ILL., *January 11, 1862.*

SIR: In reply to your telegram of the 10th instant, received this morning, I have the honor respectfully to make the following report for the information of the President:

There are twelve gunboats attached to this flotilla, five of which number are in commission—two of them at present at Paducah or in the Tennessee River; two more at Fort Jefferson, in the Mississippi River, a few miles below Cairo, guarding the troops sent yesterday to that point; and one, bearing my flag, ready to move down the river with me on a demonstration when the troops leave Fort Jefferson. These boats are named *Tyler*, *Lewington*, *Conestoga*, *Essex*, and *St. Louis*, with their full armament and crews. The remaining seven gunboats are not yet fully completed, or out of the contractor's hands. Most of the work upon them is, however, completed, and I have made arrangements to place 60 men, with their officers, already detailed, on board of them during the ensuing week. The detention of these boats has been caused by the necessity of changing the steam drums to the top of the boilers, which the trial of the engines in coming down from St. Louis proved necessary, as they worked water instead of steam, endangering the engines, as well as from the carpenters having to prepare pilot houses and completing other work, not enabling us to put the vessels in commission. I have, however, placed the guns on board of all the boats, for which

I have prepared ordnance and other equipments and stores, ready to fit the vessels out the moment I could obtain possession of them. Still, had we now the boats in our possession, we are short 1,000 men to man them, which I have repeatedly reported, but the men have not been sent us, although General Halleck informed me, on the 27th ultimo, that he would send me 1,100 men, but the "officers must serve with the men," which would entirely derange the vessels. I referred this matter to the Navy Department, and have been informed that a Massachusetts regiment would be sent out without officers. The men have not arrived, and we want now 1,000 more men immediately, as we have hardly one-third of a crew for the remaining seven gunboats to be commissioned between this and the 20th instant, and if the 1,000 men arrive in the meantime we shall be ready for any service at, or five days subsequently to, that date. Mr. Eads, the contractor, assigns as a reason for the boats not being completed earlier his want of money and the alterations made; still, the latter would have been made weeks ago had his work been completed at the time specified. We have now available for the seven gunboats about being commissioned 589 men, while the five boats in commission are fully manned, requiring 1,000 more men to complete the complement for the gunboats. (B.)

In reference to the mortar boats, I had no authority over or directions in reference to them, until I called on General Frémont, at Camp Tipton, on the 10th of October, and then obtained from him full authority to man and equip them, as well as to take charge of all transports, etc., at my discretion. The mortar boats were then building. I made a conditional arrangement with Captain Constable, of an Ohio artillery company, to superintend the equipment of the mortar boats under my direction, and learning that the mortar beds at Pittsburg would not be finished for two or three months, I also made arrangements to have the beds made at St. Louis in fourteen days, while an officer was to proceed to Pittsburg and have the mortars forwarded.

After General Frémont was suspended, General Curtis, commanding the St. Louis district, directed me verbally to suspend any action on General Frémont's orders. A few days subsequently, on General Halleck's arrival, I asked him for authority to proceed and have the mortar beds made and the mortars to be sent to St. Louis, as Quartermaster-General Meigs had referred me to General Halleck, as seen in the accompanying copy of a letter (A), who said that he had no such instructions; and soon after General Halleck took Captain Constable from me and ordered him to join his company. For these reasons the mortar boats were not then fitted out, or rather preparations were not made to place the mortars on board when they reached this place. (C.)

The mortar boats have been sent here by Quartermaster Allen's directions from St. Louis, and arrived about the 20th ultimo. I have received no authority to prepare them for service, but have referred the matter again to Quartermaster-General Meigs.

A board composed of army and navy officers was ordered by General Halleck on the 9th ultimo to examine into the condition of the gun and mortar boats and tugboats. The report of this board has been made and is now on its way to Washington.

There are no men available for the mortar boats. These mortar boats have no accommodations for officers and men, and would require one large steamer or two small steamers to accompany them for that purpose.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

G. V. Fox,
Assistant Secretary of the Navy, Washington, D. C.

[Subenclosures.]

A.

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, November 15, 1861.

I am instructed to say that General Halleck has instructions in regard to the gunboats.

The appropriation not being sufficient to complete and equip more than three altered and seven built gunboats, the Department is embarrassed by the action of the commanding general [in the] West in ordering so many mortar rafts, tugs, and altered boats in addition to those contracted for by this Department.

All can not be completed without further appropriations, and for the present at least this Department can not remit money except for those contracted for under its authority.

Respectfully,

M. C. MEIGS,
Quartermaster-General.

Captain A. H. FOOTE, U. S. Navy,
Commanding Gunboats, St. Louis, Mo.

B.

*Armament of the gunboats composing the flotilla on the Western rivers,
January, 1862.*

Name.	32-pdr. 42 cwt.	8-inch 63 cwt.	9-inch D 9,000.	Army 42-pdr. rifled shell 70-lb., 8,400 lbs.	10-inch.	12-pdr. B.H.	12-pdr. rifled B.H.	No. of guns.
Benton.....	7		2	7				16
St. Louis.....	7	2		4			1	13
Carondelet.....	6	3		4		1		13
Pittsburg.....	6	3		4				13
Louisville.....	6	3		4		1		13
Mound City.....	6	3		4		1		13
Osage.....	6	3		4		* 1		13
Cincinnati.....	6	3		4		1		13
Essex.....	1		3		1	1		5
Tyler.....	1	6						7
Lexington.....	2	4						6
Conestoga.....	4							4
	58	80	5	35	1	6	1	129

* Invoiced but not arrived.

C.

Extract from a letter addressed to General Halleck, U. S. Army, dated Cairo, December 7, 1861.

* * * Will you please have Captain Constable again detailed for this service; and also permit me to employ with him Captain Pike, an engineer now at Chicago, Tremont House, who has applied for this service? Captain Constable, with our ordnance officer, Lieutenant Sanford, has a plan for mortar beds, which beds might soon be prepared at St. Louis under the supervision of Captain Constable, while Captain Pike would proceed to Pittsburg and forward the mortars before navigation closes. We shall want men certainly, if the mortar boats are to be fitted out, as we are 1,100 men short for our gunboats proper * * * and as the proposition I submitted to you on your arrival, when, as you stated, you were not authorized to act, and I must confess I had myself some misgivings about the mortar boats, would, if it had been accepted, at the expiration of fourteen days, as estimated by several officers, have enabled us, with Captain Constable's and Captain Pike's assistance, to have the mortar boats and beds now nearly, if not quite, ready for service.

* * * * *

A. H. FOOTE,
Flag-Officer.

[Telegram.]

ST. LOUIS, *January 11, 1862.*

Mr. Eads leaves for Cairo to-morrow. He wishes 1,000 bushels of coal put in the forward coal bunker on the *Benton*, and the boats ready for trial on Monday morning.

GEO. D. WISE,
Assistant Quartermaster.

A. H. FOOTE.

Letter from M. C. Meigs, jr., to Flag-Officer Foote, U. S. Navy, suggesting the use of trees for clearing the rivers of obstructions.

QUARTERMASTER-GENERAL'S OFFICE,
Washington, January 11, 1862.

DEAR CAPTAIN: My father writes to me that his mind is full of a picture of the Mississippi fleet descending that turbid river, preceded by two or three powerful tugs towing full-branched cotton-wood trees or oaks, which, by backing the tugs, are made to float in advance of the tugs and fleets. Branches clear the river and sweep from the river any torpedoes which would be touched by a steamer, if any are in the channel.

If they are there such brooms would find them.

Very truly and respectfully, yours,

M. C. MEIGS, [Jr.].

Commodore A. H. FOOTE, U. S. Navy,
Commanding Gunboat Flotilla, Cairo, Ill.

[Telegram.]

CAIRO, ILL., January 13, 1862.

Your telegram of Friday was received on Saturday and acknowledged. I have sent you by return mail the report required to-day. I have received a telegram from Colonel [John] Symington, in Pittsburg, saying:

Four 13-inch mortars and beds have been sent to New York, and four mortars and beds will be sent to the same destination by the beginning of next week. The fabrication of other beds will be continued here with all dispatch. One more mortar only, I believe, is ready.

We commission three boats on Wednesday. We want men.

A. H. FOOTE,
Flag-Officer.

G. V. Fox.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding expeditions in the Ohio and Tennessee Rivers.

U. S. GUNBOAT CONESTOGA,
Paducah, January 11, 1862.

SIR: Last night I returned from a trip up the Ohio to Caseyville, Ky., having gone to look after a detachment of men at Rock Quarry, opposite Carrsville, Ky. This detachment was threatened by attack from the rebels. We were detained on the 9th by a fog, and on the 10th returned. Before day on the 10th I found a steamer landing freight at an unusual landing in the shoot of Hurricane Island, Ky., and also found another backing out from the landing at Ford's Ferry. While steamers are licensed to make such landings there is no hope of stopping smuggling and rebel lines of communications.

I have to-day been up the Tennessee River in the *Lexington* as far as Seven Mile Island, to ascertain about the stage of water. If not navigable, it would have been useless to detach a force from this post with a view to a demonstration in that direction by water. There is a small rise since my last trip up, and any of the gunboats can now navigate the river. The stage of the Cumberland is more important.

On it lies Nashville.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers, Cairo, Ill.

[Telegram.]

U. S. GUNBOAT TYLER,
Mississippi, below Cairo, January 11, 1862.

SIR: Yesterday, as reported to the Department, I sent Captain Porter, with the *Essex*, and Lieutenant Commanding Paulding, with the *St. Louis*, down the river to protect the advance brigade under

General McClelland, and also have sent two other gunboats up the Tennessee River. This morning three rebel gunboats came up from Columbus and opened the attack on the *Essex* and *St. Louis* at long range, and for twenty minutes the fire was very brisk between the five boats engaged, when the rebel boats retreated, but a running fire was continued for an hour until the rebel boats were driven behind their batteries at Columbus. Captain Porter believes that one of the rebel boats was disabled.

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Foote, U. S. Navy, regarding engagement with Confederate gunboats from Columbus, Ky.

CAIRO, ILL., January 12, 1862.

SIR: I sent a telegram to the Department yesterday, a copy of which is enclosed.

I had given Commander Porter instructions to keep near and protect the advanced brigade of General McClelland and there remain until I should join him with the *Tyler* to-day or to-morrow; but early yesterday morning the rebel gunboats coming up from Columbus and opening upon our boats, brought on the little engagement which resulted in the rebel boats rapidly retreating under their batteries at Columbus. As we were getting stores, etc., aboard the remaining gunboats, preparatory to putting them into commission, I necessarily spend all my time in looking after these boats, which is not required in looking after our interests down the river.

We are now in immediate want of a thousand men for the gunboats. In the meantime I am getting the boats into the middle of the river, and putting their ordnance and other equipments and stores on board, and, by the 20th instant, expect to have all the gunboats in commission, although with but one-third of a crew to each boat. I trust that this deficiency will be supplied by men from the East before the 20th instant.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

(Received January 12, 1862.)

Have you received my telegram of Friday last?

G. V. FOX,
Assistant Secretary.

Flag-Officer A. H. FOOTE, *Cairo, Ill.*

Report of Flag-Officer Foote, U. S. Navy, transmitting report of Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding engagement with three Confederate gunboats from Columbus, Ky.

CAIRO, January 13, 1862.

SIR: I forward a report from Commander Porter. The rebel gunboat shells all fell short of our boats, while our shells reached and ranged beyond their boats, showing the greater range of our guns. But the escape of the rebels showed the greater speed of their boats.

I have the honor to be, very respectfully, your obedient servant.

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT ESSEX,
Fort Jefferson, January 13, 1862.

SIR: On the morning of the 11th General McClernand sent on board this vessel and informed me the enemy were moving up the river from Columbus with several vessels, towing up a battery. I immediately signaled Lieutenant Commanding Paulding, of the *St. Louis*, to get underway and prepare for action. A very thick fog coming on, we were compelled to steam slowly down the river, but about 10 o'clock, or a little after, it rose and showed us a large steamer at the head of Lucas Bend. We heard her whistle the moment we were seen by them. Shortly after whistling she was joined by another large and a small steamer. We pursued our course steadily down the river, and, when within long range, the large steamer fired a heavy shell gun, which struck the sand bar between us and ricocheted within about 200 yards of this vessel and burst. We at this time did not return the fire, but continued our course down, in order to near the vessel. By this time the large steamer was joined by her consorts, and they opened a brisk fire upon us. I now hailed Lieutenant Commanding Paulding and directed him to try one of his rifle cannon. He instantly fired and sent his shot completely over the enemy. I then opened from my bow guns, and the action became brisk on both sides for about twenty minutes, the enemy firing by broadsides. At the end of this time the enemy hauled off and stood down the river, rounding to occasionally and giving us broadsides. This running fight continued until he reached the shelter of his batteries on the Iron Bank, above Columbus. We continued the action and drove him behind their batteries in a crippled condition, as we could distinctly see our shell explode on his decks. The action lasted over an hour, and terminated, as I think, in a complete defeat of the enemy's boats, superior in size and number of guns to the *Essex* and *St. Louis*. On the 12th General McClernand requested me to make a reconnaissance toward the Iron Bank. I did so, and offered the enemy battle by firing a round shot at their battery, but they did not respond, nor did I see anything of their boats. I have since been informed through the general that the boats of the enemy were completely disabled, and the panic

became so great at the Iron Bank that the gunners deserted their guns.

The fire of the *St. Louis* was precise and the shot told well. The officers and men of this vessel behaved with firmness, Mr. Riley, the first master, carrying out all my orders strictly, while the officers of the gun divisions, Messrs. Laning and Ferry, paid particular attention to the pointing of their respective guns. Mr. Britton, my aid, paid all attention to my orders and conveyed them correctly and with alacrity. In fact, all the officers and men on board behaved like veterans.

I have the honor to be, most respectfully, your obedient servant,
W. D. PORTER,
Commander.

Flag-Officer A. H. FOOTE.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Prichett, U. S. Navy, to assume temporary command of the U. S. S. Cairo.

CAIRO, January 13, 1862.

SIR: You will take charge temporarily of the steam gunboat *Cairo*, and personally attend to receiving and storing her ordnance and other equipment and stores, preparatory to putting her in commission on Wednesday.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant PRICHETT.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Paulding, U. S. Navy, regarding unnecessary expenditure of ammunition.

CAIRO, January 15, 1862.

SIR: I must enjoin you to save your ammunition. No gun must be fired, without your order, in circumstances like those of yesterday.

You will be particular in noting the range of the first shot, its height and distance. I was surprised yesterday, at Columbus, to see three or four of your shells bursting at such an elevation. The first shell should have shown the proper elevation of the guns. I was especially sorry to see the great elevation repeated, as it gave the enemy a poor idea of our gunnery.

I am aware of your difficulties in a new and undisciplined crew and officers, but make these criticisms rather as indicative of correcting things in the future.

Save your ammunition and let the first gun show you how to aim for the second.

I am, respectfully, yours,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding PAULDING,
Gunboat St. Louis, Fort Jefferson, [Ky.]

I want you to try your speed with the *Benton* more.

Order of Flag-Officer Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding transfer of command.

CAIRO, January 15, 1862.

SIR: You are hereby detached from the command of the U. S. gunboat *Tyler* and you will assume the command of the U. S. gunboat *Carondelet*.

Respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander HENRY WALKE,
Commanding U. S. Gunboat *Carondelet*, Cairo, Ill.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, in view of probable assignment to the command of the U. S. S. Cairo.

CAIRO, January 15, 1862.

SIR: I have several times requested of the Department to send officers junior to you, that you might have command of one of the armored gunboats. In place of Commanders Winslow and Perry, Lieutenants Thompson and Gwin have been ordered. This entitles you to the command of one of the new boats, and I have reserved the *Cairo* for you. She is of a light draft of water and promises to be one of the fastest of the boats. I have ordered Lieutenant Prichett to her temporarily, who, when you relieve him or assume the command of the *Cairo*, I shall order to your vessel, the *Conestoga*. The officers and men will remain on board, as in the case of the *Tyler* and *Lexington*.

You will sign and approve all necessary muster and pay rolls and see that the accounts of the vessel are in such condition that they can be forwarded to Washington, and to this end you will direct your acting paymaster to make up his accounts up to 31st December, inclusive, and show his balance due to the Government.

You will report to me as soon as convenient, and your accounts are ready, that I may order you to the *Cairo*.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding S. L. PHELPS,
Gunboat *Conestoga*.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding authority for the movements of the gunboats.

CAIRO, January 15, 1862.

SIR: As the troops will probably return here by Monday next, and General McClernand not being near Columbus, unless you see the gunboats of the rebels, or hear of their being up this side of Columbus, I do not want the boats to go down, unless you first communicate with me on the subject. I wish to be informed when the boats leave

their anchorages, as I have stated in General Orders, No. 1, excepting in extraordinary cases like that of Saturday last, when your action took place with the gunboats, etc.

When General Grant or General McClelland would like the boats to perform duty, the senior officer will see that there is a propriety in his carrying out their wishes, if he deems them practicable, but for other officers of the Army wishing to send off the gunboats, I can not permit it, unless the senior officer, in the emergency of the case, considers there is an immediate call for getting underway without allowing him time to send a tug up, informing me that the boats are wanted on immediate service.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander W. M. D. PORTER,
U. S. Gunboat Essex.

[Telegram.]

CAIRO, January 16, 1862.

If the flotilla goes down the river, it can hardly carry 100 rounds ammunition. Shall I purchase or fit up an ammunition steamer for reserved ammunition, which can be done for \$18,000?

A. H. FOOTE,
Flag-Officer.

Brigadier-General M. C. MEIGS,
Washington, D. C.

Report of Flag-Officer Foote, U. S. Navy, transmitting copy of letter to the Quartermaster-General, U. S. Army, and report of board of officers regarding the trial of the U. S. S. Benton and acceptance of seven gunboats.

CAIRO, January 16, 1862.

SIR: Enclosed are copies of a letter addressed to Quartermaster-General Meigs, with a report of the officers who yesterday made the trial trip of the gunboat *Benton*, and the acceptance of the seven gunboats built by the contractor, with the officers' certificate.

My letter to the Quartermaster-General, and accompanying papers, give full information to the Department of the condition of the *Benton*, which, independently of her want of steam power, is the best gunboat in strength, size, and battery of any boat on the Western waters.

The seven gunboats built by contract were put in commission to-day, and we are now placing ordnance, outfits, stores, and all things on board, and only want men to have them ready for service by the 20th instant, farthest.

Mr. Eads, the contractor, will be in Washington by the time this communication reaches the Department.

I have assigned Lieutenant Thompson to the command of the *Pittsburg*, in place of Commander Perry, who is still ill and will

leave this climate as soon as he is able to travel. Lieutenant Commanding Phelps has been assigned to the command of the *Cairo*, in place of Commander Winslow, detached. The *Cairo* is temporarily in charge of Lieutenant Prichett until Lieutenant Commanding Phelps returns from a trip up the Cumberland and Tennessee rivers, whither he has gone with two of the gunboats.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

CAIRO, January 15, 1862.

GENERAL: To-day I have had a trial of the *Benton* to ascertain if her speed and power were sufficient to enable her to be handled in the strong current in different parts of the river with her bow downstream, and also in turning and maneuvering in action, and I regret to inform you that her speed did not, in the judgment of Commanders Pennock and Stembel, whom I appointed to make this trial, exceed $2\frac{1}{2}$ knots per hour by the land, in an adverse current of 3 miles, making $5\frac{1}{2}$ miles per hour in slack water; while she was so slow and unwieldy in turning, not being able to back against the current from want of power in her engines, that these gentlemen came to the conclusion that she is altogether too deficient in steam power to be considered at all available as a gunboat without a heavier engine.

Under these circumstances I do not feel authorized to accept the *Benton* until having further directions from you, as the vessel, with her present engines, could not be handled near the rebel batteries at all effectively.

The *Benton* is so strong a boat, well plated, and with so large a battery, that I concur most heartily with these two gentlemen in strongly recommending that a new engine and boilers be placed in her immediately.

The seven gunboats built by contract I have accepted, after an examination of the vessels and the contract by Commanders Pennock and Stembel, and commission them to-morrow, although some work yet remains to be done before they are fully completed. I respectfully call your attention to a former letter, in which I requested instructions about the mortar boats, all of which are here, but their magazines leak badly, and I learn from Colonel Symington that but one mortar and no beds are now prepared in Pittsburg, the mortars and beds which were originally designed for the mortar boats having been transferred to New York.

The report of Commanders Pennock and Stembel will be forwarded to-morrow.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Brigadier-General M. C. MEIGS,
Washington, D. C.

CAIRO, *January 15, 1862.*

We do hereby certify that the work on the seven gunboats, built by Mr. James B. Eads, the contractor, has been completed according to the terms of the contract with the Government, excepting the time at which they ought to have been finished and delivered at Cairo.

A. M. PENNOCK,
Commander.

R. N. STEMBEL,
Commander.

JAS. R. MCGEE,
Master Carpenter Gunboat Flotilla.

Upon the above certificate I have accepted the gunboats from Mr. Eads, the contractor.

A. H. FOOTE,
Flag-Officer.

CAIRO, *January 15, 1862.*

Order of Major-General McClellan, U. S. Army, to Major-General Halleck, U. S. Army, to assume responsibility for supplying deficiencies in the crews of the gunboat flotilla.

HEADQUARTERS OF THE ARMY,
ADJUTANT-GENERAL'S OFFICE,
Washington, January 17, 1862.

GENERAL: I am instructed by the commanding general to acknowledge the receipt of the report of the board of army and navy officers ordered by you to examine into the condition of the gun, tug, and mortar boats destined for service in the Western waters.

From the information received from the Navy Department it appears that the efficiency of a large portion of the flotilla is destroyed by the want of crews (gunners). Efforts have been made for some time past to ship the men required, but these efforts have entirely failed, and at this late hour it becomes necessary to resort to other means to utilize the great expense that has been already incurred. The flotilla, together with the naval officers on duty with it, is completely under your orders, and it is expected that you will devise the means of overcoming the obstacles that have presented themselves. It will be more economical, and it seems quite proper, to use volunteer troops to supply the deficiencies in the gunners, and it is suggested that if there is any difficulty from a surplus of officers one remedy would be to detail a portion of the volunteer officers on other duty, while a portion of the uninstructed officers hired by the Navy might also be discharged.

Your early attention is called to this subject, and it is expected that some means will be devised to render the flotilla efficient at a very early day. The matter is placed in your hands, and it is thought that

a full interchange of views between Commodore Foote and yourself will result in a solution of the difficulty.

Your views as to the best employment of the flotilla are invited.

I am, sir, very respectfully,

L. THOMAS,
Adjutant-General.

Major-General H. W. HALLECK,
Commanding Department of Missouri, St. Louis, Mo.

Letter from Major-General Halleck, U. S. Army, to Flag-Officer Foote, U. S. Navy, making enquiry regarding mortar boats.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, January 17, 1862.

COMMANDER: General McClellan wishes to know if it would be of much advantage in any expedition up the Tennessee or Cumberland to have the mortar boats armed. Can they be used with advantage on such an expedition?

Very respectfully, your obedient servant,

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE,
Cairo.

Report of Commanders Pennock and Stembel, U. S. Navy, regarding the trial trip of the U. S. S. Benton.

CAIRO, January 17, 1862.

SIR: In accordance with your directions to test the qualities of the gunboat *Benton*, built at St. Louis, Mo., by James B. Eads, esq., we have the honor to report that we proceeded in the *Benton* from this place down the Mississippi River as far as the head of Island No. 1, a computed distance of 5 miles, which distance she ran in thirty-nine minutes, having a favorable current estimated at 3 miles per hour; returning against the current she made $2\frac{1}{2}$ knots, as determined by means of a ground log, accurately marked and timed by a watch. She was repeatedly turned in the river, and was extremely sluggish in coming round, occupying from eight to twelve minutes in so doing, with the assistance of backing and going ahead on opposite wheels, and failed entirely to come around with the use of the wheels alone, unassisted with the helm. She is also unable to back, even against the current of the Ohio River, with a full head of steam, say, 145 pounds pressure to the square inch.

We are decidedly of the opinion that her machinery is insufficient to propel the boat in such a manner as to make her an efficient vessel in action, or even to propel her against the current of the Mississippi River in many places in an ordinary stage of water.

We therefore earnestly recommend, in view of the size, strength, armoring, battery, and the great efficiency in every respect except the motive power of the *Benton*, that new engines, with new or additional boilers, be forthwith substituted for those now in use.

Herewith you will please find report of the acting engineer in chief of the gunboat flotilla.

Your obedient servants,

A. W. PENNOCK,
Commander.

R. N. STEMBEL,
Commander.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding U. S. Naval Forces on the Western Waters.

[Enclosure.]

CAIRO, January 15, 1862.

SIR: I have made a thorough examination of the U. S. gunboat *Benton's* machinery and boilers. I give it as my opinion that the machinery is too small and not sufficiently strong to do the work that will be required of it on the said boat. The said machinery having been in use for a number of years, it is liable to break or be otherwise disabled, and the boilers also being old, having been in use a number of years. I have had a great deal of work in trying to stop them from leaking and I have not succeeded yet. It is my opinion that they would not be safe with more than 130 pounds steam to the square inch, and they might be disabled with less. The doctor or pumping engine is not sufficiently large to supply the boilers with water when generating 130 pounds steam to the square inch. If it ever became necessary to draw water from the boilers to use through the hot-water hose in case of an engagement, the pumping engine would be too small to keep up the supply of water for safety.

Very respectfully, your obedient servant,

WILLIAM D. FAULKNER,
Acting Engineer in Chief.

Commander A. M. PENNOCK.

[Telegram.]

CAIRO, January 18, 1862.

Vessels all in commission except the *Benton*, which wants more power.

Ask the Secretary to send us even 700 men. We are in pressing want of them immediately.

A. H. FOOTE.

Commander JOSEPH SMITH,
Chief of Bureau of Yards and Docks, Washington D. C.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding cooperative movement in the Tennessee River.

U. S. GUNBOAT CONESTOGA,
Paducah, January 18, 1862.

SIR: The *Lexington* and this vessel have returned this afternoon from a cruise on the Tennessee River. We have been for the past three days carrying out the wishes and instructions of General Smith.

On the 16th we proceeded up the river, accompanied by the transport steamer *Wilson*, having on board a force of 500 men, infantry and artillery, under command of Major [I. C.] Elston, and anchored for the night near where the Tennessee line strikes the right bank of the river. A few miles above Paducah the *Lexington* struck a rock and lay upon it over an hour, but was not apparently much injured.

In the morning (yesterday) we proceeded up to near Fort Henry, the transport remaining a little below, and shelled the river bank at a point where all informants have uniformly reported a masked battery of two rifled guns, but we did not succeed in drawing its fire, although we approached to abreast the place. We also fired a few shells at Fort Henry, $2\frac{1}{2}$ miles, too distant for effect. Having complied with General Smith's wish in feigning an attack at early morn with the whole force in view, we dropped below to Aurora, where the troops disembarked and marched for Murray. The transport returned downstream, while the two gunboats again returned to the neighborhood of Fort Henry and remained overnight at anchor about $3\frac{1}{2}$ miles by water below the fort. The rebels made numbers of signals in the evening. In the morning we left there, coming directly down. A charge of slugs was fired yesterday at a group of officers, and Mr. Hamilton, gunner, was slightly wounded in the neck.

There was a coal barge lying at a landing some 3 miles below Fort Henry on the Kentucky side, evidently taken there to freight a quantity of wood thrown down from the banks in readiness, and the wood could only have been intended for use at the fort. There is no other market for it there, and no other possible reason could exist for loading it in boats. I therefore seized the barge, loaded the wood in, and brought it down. These vessels will use the wood. Their barge or flat is a very fine one and might be of service at Cairo.

I also cut adrift a small wood boat at the same landing to prevent its use in transporting supplies to the rebels.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Rivers.

Personal letter from Lieutenant Phelps, U. S. Navy, to Flag-Officer Foote, U. S. Navy, acknowledging assignment to the command of the U. S. S. Cairo.

Private.]

U. S. GUNBOAT CONESTOGA,
Paducah, January 18, 1862.

MY DEAR SIR: I have received your letter of the 15th instant and beg leave to thank you warmly for it. The kindly interest it displays for me personally and professionally is more gratifying than the information it conveys of my transfer to the *Cairo*. I do trust I may continue in my new command to merit your approbation and so to perform my duties as to approve your efforts in retaining the *Cairo* for me. There are some accounts to be arranged which will require but few days, depending upon whether at anchor or underway, when I shall be anxious to take the new vessel. It would be well if this boat could, at that time, have the crew on board a receiving boat long enough to have the berth deck painted and repaired. The canvas is much worn and it can not be done well with the people on board, as there is no "living place" except that one deck.

It would be very gratifying to me to have my brother, paymaster of this boat, with me on board the *Cairo*. I presume no paymaster has opened accounts on board of her yet.

Your telegraphic dispatch I answered at once. I have borne in mind your instructions in regard to making any demonstrations or attacks, and should certainly have corresponded with you before placing either boat under fire of a work like Fort Henry. Their guns must outrange ours, and an attack could only result in disaster to such craft as these. We simply carried out the views of General Smith, and determined to my satisfaction that if they ever had a masked battery, so often reported by spies, at the foot of the island below Fort Henry, it has been removed. We laid all night within range of its guns if they were there.

If you should not give the opportunity to repair the berth decking, could I not still run down to *Cairo* with the *Conestoga* when the transfer of command takes place?

I shall be diligent in preparation to join the new vessel.

I am, respectfully and truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Waters, Cairo, Ill.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding the grounding of that vessel in the Tennessee River.

U. S. GUNBOAT LEXINGTON,
Paducah, Ky., January 18, 1862.

SIR: In going up the Tennessee River on the 16th instant, in company with the *Conestoga*, this vessel was run upon a rock by a person who represented himself as a Tennessee River pilot. He had the wheel at the time the accident occurred. I immediately put him off duty and confined him in double irons.

I kept him thus confined until the next morning, when, after consultation with Lieutenant-Commander Phelps, and his appearing to be so downhearted and distressed at the accident, I relieved him.

With the aid of the *Conestoga* we got the vessel off after a delay of an hour and ten minutes, and proceeded on our way.

I find that the *Lexington* is making about an inch and a quarter of water an hour. This is considerably more than she made before the accident occurred. This is while she is underway. We have no bilge pumps connected with the engines. She had them when she was purchased by the Government, but they were taken out by order, as I am informed, of Naval Constructor Pook. Two small hand pumps are the only means we have by which we can keep the bilge clear of water.

I am of opinion that the *Lexington* should be taken upon the docks and her bottom calked. I do not think that any of her timbers are broken.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,
Comdg. U. S. Naval Forces, Western Waters, Cairo, Ill.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Shirk, U. S. Navy, commanding U. S. S. Lexington, to hold an informal survey on that vessel.

CAIRO, January 19, 1862.

SIR: Your letter of the 18th is received, and I regret the accident of your striking the rock. It may be, however, necessary for you to go into dock, and if it is, we can not spare your vessel. I want you to consult with Lieutenant-Commander Phelps on the subject, and your carpenters—or, in other words, hold a sort of informal survey, and if you find no increase of leak, you will report immediately and remain where you are. If you find the leak increasing, come down to Mound City at once, if you can be spared by Captain Phelps, as I have directed Mr. Hamilton to be ready to haul your boat up on the ways to-morrow evening or the day following—Tuesday.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant-Commander J. W. SHIRK.

Order of Flag-Officer Foote, U. S. Navy, for repairs to the U. S. S. Lexington.

CAIRO, January 19, 1862.

Mr. Hamilton will be pleased to have the gunboat *Lexington* hauled up on the ways and the leak caused by striking a rock in the Tennessee River stopped, and calk the butts and repair necessary damages. I want the services of the boat as soon as possible.

I will write to-morrow evening for the *Lexington*, and presume that she will be at Mound City to-morrow evening or next morning.

Respectfully,

A. H. FOOTE,
Flag-Officer.

Mr. HAMILTON,
Mound City, [Ill.]

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, regarding change of assignment to duty and expressing commendation.

CAIRO, January 20, 1862.

SIR: I regret to inform you that it will not be in my power at present to assign you to the command of one of the ironclad steamers, as Lieutenant Bryant has reported for duty, who is senior to all the lieutenants in the squadron, and is therefore entitled by his rank to command the *Cairo*.

I presume that in a very few months you will be assigned to one of the armored gunboats, and from your past efficient services as commander of the *Conestoga*, which has made her the terror of the rebels bordering on the Ohio, Tennessee, and Cumberland rivers, I am exceedingly anxious to place you in command of a boat carrying a more powerful battery and capable of enduring a heavier fire than the gunboats built without iron casemates at Cincinnati.

I consider it to be due to your valor and good judgment to express thus officially my appreciation of your services already in the flotilla, and trust that before long they may be more substantially rewarded by your having the command of a larger and more effective boat. In the meantime I shall continue you, as far as I can, in the important responsible duty of guarding our interests in the Ohio, Tennessee, and Cumberland rivers.

When the *Lexington* is in order, and your services can be spared for a short time, I shall be happy to see you here.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding S. L. PHELPS,
Commanding Gunboat Conestoga.

Letter from the Commandant navy yard, Washington, D. C., to Chief of Bureau of Ordnance and Hydrography regarding imperfect guns sent to the Western Flotilla.

COMMANDANT'S OFFICE,
U. S. Navy Yard, January 20, 1862.

SIR: I beg leave to call the attention of the Bureau to the fact that certain IX-inch guns have been sent to the Western Flotilla which were made for the Navy in 1855 and rejected for want of strength.

As one of these guns burst as low as 121 fires, it is evident they are unsafe.

I am aware that at the time they were sent West, there seemed to be an immediate need of some ordnance, and it not being possible to procure any other, there was a justification for the risk incurred.

But this is no longer the case, and as the gunboats on which these guns are may be in action before long, I would urge the Bureau to lose no time in replacing the IX-inch guns sent West with others which have been fully proved and inspected.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Commandant.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance and Hydrography.

Letter from Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, declining to promote officers of that vessel.

CAIRO, January 21, 1862.

SIR: I have received your letter of the 20th instant, in relation to the promotion of two of your officers for good conduct during your action with the rebel gunboats.

It is not the custom of the service to make promotions in this manner except for sanguinary actions, where life has been greatly exposed. The gunboats *Lexington* and *Tyler*, which, even within close range of the rebel batteries at Columbus, [Ky.], in the battle of Belmont, [Mo.], where 1 man was killed and 2 were wounded, yet they had no officers promoted in consequence. Whereas your vessel was not within range of the enemy's gunboats, although you made every effort to secure a close action. Therefore I do not consider, under these circumstances, that I should be justified in promoting these officers. At the same time I fully appreciate their readiness, as well as that of all the officers and men of the *Essex*, to do their duty, and no doubt but that they, in close action, would fearlessly show deeds of great valor.

I am, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

Commander WM. D. PORTER,
Commanding Gunboat Essex, off Fort Jefferson, [Ky.]

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, responding to enquiry regarding the mortar boats.

CAIRO, January 21, 1862.

GENERAL: In reply to your note of the 17th instant, this moment received, referring to the mortar boats being of much advantage in any expedition up the Tennessee or Cumberland rivers, I have the honor to state that I do not consider the mortar boats adapted to the proposed service. I believe that the gunboats would accomplish any service required there, independently of the mortar boats. And when

we take into consideration the strength of the current in these rivers at this season of the year and forward, the heavy solid timber composing the mortar boats, rendering them so difficult to be towed up stream, with their being, when armed, so near the surface of the water, and also from there being at this time neither mortars nor beds available at Pittsburg, as I am informed by Colonel Symington, I should judge that it was not at all feasible to depend upon the mortars for the purpose indicated in your note.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding Army of the West, St. Louis, Mo.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, stating some advantages of the mortar boats for operations in the Cumberland and Tennessee rivers.

U. S. GUNBOAT CONESTOGA,
Paducah, January 21, 1862.

SIR: Your telegram of this morning I answered by the simple expression of opinion that mortar boats could be used to advantage on the Tennessee and Cumberland rivers.

So far as respects the towing, I have not had opportunity to examine the mortar boats and do not know even their draft of water. I presumed they were designed for towing. They can be taken up the Tennessee wherever boats can ascend, and can also be taken up the Cumberland in a good stage of water, not when there is barely water to float a boat of 5½ feet draft, as the blockades could not then be passed. This boat, I have no doubt, would tow one or two mortar boats, as fast as the new boats can run.

I have roughly sketched both rivers at the points where fortified. It is pretty certain that the rebels have obstructions and torpedoes sunk in these streams, upon which they will greatly rely for their defense. The work at Fort Henry is of considerable extent and peculiar construction, and apparently ill calculated for defense against bombshells. The area in proportion to the guns mounted is extraordinary, and gives a better field than usual for the operation of mortars. Panther Creek Island is 1 mile in length, and the head of it 1½ miles from the fort. The usual channel is on the left, ascending, but there is also one on the right, both narrow and crooked, while above the island the water is of good depth from bank to bank and my belief is that the mortar boats can be placed along the right channel and probably near enough the island to be covered by the dense forest on it, while their distance would be small enough to admit of nice practice. The mortar boats could be placed in position, under cover of gunboat fire at considerable range, and their shells then falling in the fort and the broadside guns of the gunboats clearing the shores on either hand, would disconcert the rebels in the use of their guns in the fort, in working their galvanic batteries for exploding torpedoes, etc., and in their defense of the obstructions. The new

gunboats, to render really the most effective work on earth fortifications of so complete a description, should be placed in part so as to dismount the rebel guns—that is, near by, and in getting there, must take all the chances of torpedoes and obstructions whatever they may amount to.

Volunteers, behind heavy earthworks, may endure the direct fire of shells for a lengthened period, but mortar shells falling into their midst from above, they never will be brought to face outside of casemates.

I wholly rely upon others for information in regard to the position of the fort at Dover. I have been to the bend where a boat's length would have placed us in sight, but their practice has all been precisely at that point. The fort on the right, ascending, is at the base of a bluff, where a ravine reaches the river. The battery on the left is on a hill back from the river. The former is seen $1\frac{1}{2}$ miles and the latter 1 mile. The mortar boats could be placed under the banks at moderate ranges, and would be especially useful in clearing the battery on Jackson's Hill, where the gunboats would fire to great disadvantage, the angle being bad. I believe, too, the position of Fort Donelson is favorable for the greatest effect of bombshells, both in and about it. Effective mortar boats must prove the most destructive adversaries earth forts can have to contend with.

Having been underway this afternoon, when writing is quite impossible, I am forced to send you but rough outlines of the two forts and rivers.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Waters, Cairo, Ill.

Additional report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, regarding the use of mortar boats in the rivers.

U. S. GUNBOAT CONESTOGA,
Paducah, January 21, 1862.

SIR: I had already mailed a letter to you when I received your note of this morning. I believe that an efficient mortar boat would be worth a gunboat in the reduction of Fort Henry, but the mortar must be well worked. The gunboats will fire to great disadvantage, as the walls are much higher than the guns of the boats. If the shot lodges in the embankment it does no harm; if it clears the parapet it clears everything; if it be a shell, the fragments in bursting only reach the rear of the work. Firing at long range, this might not be so; those near by must aim to dismount guns and render serving them perilous. It would be precisely at this point that mortar shells, in leaving no safety behind the walls, would render most effective aid in dislodging.

I have never seen mortars used on water. Boats of the kind have been very successful even in an ocean swell, and should be much more so in these still waters. If those in Cairo have been constructed of

logs, wholly without regard to towing, it will be something of an undertaking to move them, but any obstacle of this kind can be overcome. The Tennessee and Cumberland have less current than the Ohio.

The mortar boats are probably not absolutely required at either fort. I have faith to believe that the gunboats can reduce the works on both rivers; still, I think mortars would render the result more certain.

After all, their value would much depend on the efficiency of the officers in charge. Without some experts, the mortars could do little good.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Waters, Cairo, Ill.

P. S.—I have omitted to mention that the two fortifications on the Cumberland between Dover and Clarksville, as reported, are on bluffs, one about 100 feet elevation and the other half as much. At both those points there are obstructions in the river. There is still another battery and obstruction between Clarksville and Nashville, 27 miles below the latter place. Those below the former are one below Red River, 1½ miles below Clarksville; and one 20 miles below, at the Checkered House Shoals. There is likely to be plenty of work for mortar boats along the river. I question about the battery on Jackson's Hill, below Dover; it would be bad engineering; still, it has been reported by various persons.

The Cumberland is now very high.

S. L. PHELPS.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, regarding the use of mortar boats in Cumberland and Tennessee rivers.

CAIRO, January 22, 1862.

GENERAL: This morning I have received, and enclose herewith, a letter * from Lieutenant Phelps, who has been stationed at Paducah, and has frequently run up the Tennessee and Cumberland rivers.

Lieutenant Phelps assigns good reasons why the mortar boats might be available up the rivers, provided they could there be placed in efficient condition. Still, the difficulty of towing boats of their construction against the strong current, and for other reasons assigned in my note to you of yesterday's date, I do not consider it feasible to attempt to take the mortar boats up these rivers.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

General H. W. HALLECK,
Commanding Army of the West, St. Louis, Mo.

* See preceding report.

Report of Flag-Officer Foote, U. S. Navy, regarding the urgent need of men for the gunboats, and the lack of steam power in the U. S. S. Benton.

CAIRO, January 22, 1862.

SIR: I have sent the Department this day a telegram, of which the following is a copy:

The seven contract gunboats are in commission and will be ready for service when manned. We will endeavor to make these boats efficient with 600 men. These are wanted immediately. Will you send them?

It is extremely painful to me to find myself unable, with all my efforts, to ship men at Chicago, Milwaukee, Cincinnati, and Cleveland, together with Commander Carter's attempt to ship men on the lakes, to obtain crews for the gunboats. I have sent 60 men aboard of each gunboat, making a deficiency of 120 men in each vessel. How these vessels are to be manned unless men are sent us from the East I can not imagine. General Grant, the commanding general here, has issued a proclamation authorizing men to ship from the different regiments, who have been river or seafaring men, but thus far very few have offered, as their officers are opposed to reducing their companies. It is the general impression that we shall obtain but very few good men from the Army. I earnestly entreat the Department, therefore, to send us at least 600 good men immediately, as I can not believe that this number could, at any other point, be so much needed as in this flotilla, which is now waiting for men to move against Columbus or any point where it may be ordered.

I have informed the Department of the want of steam power in the *Benton*, and am waiting the decision of the War Department about her engines. I had frequently, previously to the trial, expressed my apprehensions to Mr. Eads, the contractor, that the *Benton* wanted more powerful engines, but as the arrangements were all made and the boat was building, or rather being converted into a gunboat by order of General Frémont when I arrived at St. Louis, no change in her engines was made. In all other respects the *Benton* is greatly superior to any gunboat I have ever seen. The report of the officers, with a copy of the letter to Quartermaster-General Meigs, has been forwarded to the Navy Department.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, ILL., January 22, 1862.

The seven contract gunboats are in commission and will be ready for service when manned. We will endeavor to make these boats efficient with 600 men. These are wanted immediately. Will you send them? Please telegraph reply.

A. H. FOOTE,
Flag-Officer.

HON. G. WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *January 23, 1862.*

Orders have gone to General Halleck to provide men. Copy sent to you yesterday. The ships on the Atlantic are waiting for men.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer A. H. FOOTE,
Commanding Naval Expedition, Cairo, Ill.

[Telegram.]

JANUARY 23, [1862]—3:15 p. m.

The President directs me to inform you that he wishes the rafts and mortars and all their appointments to be got ready at the earliest possible moment.

He also desires to know what can be done here to advance the work; what is lacking with you and what is being done at Pittsburg so far as you know.

The President further directs that a daily telegraph be sent to me for his perusal, stating the progress or lack of progress in the mortar business.

H. A. WISE,
Assistant Inspector Ordnance.

Flag-Officer FOOTE, U. S. Navy,
Cairo, Ill.

[Telegram.]

CAIRO, *January 23, 1862.*

Telegram of the 23d received last evening. I have sent an officer to Pittsburg to ascertain the condition of the mortar and mortar beds and to hurry their completion. My last dispatch from Pittsburg states that but one is ready. The officer gone to Pittsburg will stop at Cincinnati on his return to make arrangements for men and powder. I have enclosed to you a copy of instructions to the officer gone to Pittsburg, also a copy of my letter to Colonel Symington.

A. H. FOOTE,
Flag-Officer.

Lieutenant HENRY A. WISE, U. S. Navy,
Bureau of Ordnance and Hydrography, Washington, D. C.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General U. S. Army, introducing Quartermaster Baxter, U. S. Army, from Cairo, Ill.

CAIRO, January 23, 1862.

GENERAL: The quartermaster at this post, Captain Baxter, leaves for Washington to-morrow morning. I take the liberty of giving him this note of introduction, remarking that the army creditors here are exceedingly clamorous, as they have been without pay from the Government, in many instances, for six months.

The captain has made a good impression here, and I have told him that you would do all in your power for his relief consistent with the interests of the service, judging you from your uniform kindness and readiness to help us in the flotilla.

We are waiting for men. The Secretary this instant informs me that General Halleck has been directed to send them. I warned Mr. Eads that the *Benton's* engine would not be of sufficient power. Still we can make a kind of floating battery of her, if you will not put new engines in her.

I have the honor to be, very respectfully and truly, yours,
A. H. FOOTE.

General MEIGS.

[Telegram.]

CAIRO, January 23, 1862.

Can we have 600 men? Army officers object to their men shipping. Boats, except the *Benton*, are in commission waiting for men.

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy, regarding means for testing the rejected guns sent to the flotilla.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
NAVY DEPARTMENT,
Washington City, January 23, 1862.

MY DEAR FOOTE: You will see by the enclosed correspondence what is contemplated in the matters of IX-inch guns for your flotilla; but in addition to official papers, I shall tell you more.

In the first place, Hitchcock was strongly in favor of the Bureau accepting the rejected guns, but Dahlgren, at the time, objected on a point of professional pride, in which he was quite right, because, in the advancement of his system, he did not wish to leave a possible risk by which the reputation of his guns might suffer. So far as I can judge, from all sides, I think the guns will stand any work that they reasonably can be put to, but I wish you to bear in mind, in case the new guns do not arrive in time, that it would not be advisable to always fire the same pieces—that is to say, the end batteries, but shift them after every twenty or thirty rounds.

To aid you in ascertaining the strength of the guns after fire, I have ordered expressed to you implements for taking impressions of the interior vents. Use a composition of wax and tallow sprinkled with finely powdered charcoal, and only when the impression shows a wavy crack like this,* fore and aft the chamber, does a shell gun begin to show signs of weakness. This indication you may rely upon, and I question much if you ever do see it.

You will remark by the Bureau letter to Mullany that he is to send the new IX-inch, one by one, as fast as they are ready, and I think you will get about six a week. I hope, my friend, that what has been done will not disturb your calculations or delay your operations one minute, as I am only anxious for your success under any and all circumstances.

The President was here yesterday, very much put out at the delay of the war office in not sooner dispatching the mortars to Cairo, and he directed me to take the business in hand and "put it through," which I did like a flash, and before this reaches you those mortars will be down upon you.

The moment your telegram came last night, Fox replied, and ordered the men you require.

I write, as usual, in haste and up to my eyes in work, but as ever,
Faithfully, your friend,

H. A. WISE.

More smooth howitzers are going for your fleet.

Order of Flag-Officer Foote, U. S. Navy, to Captain Constable, superintending mortar boats, to proceed to Pittsburg and Cincinnati on special duty.

CAIRO, January 23, 1862.

SIR: You will proceed to Pittsburg without delay and call on Colonel Symington, U. S. Army, and ascertain from him the number of mortars and beds ready to be sent here, and when others will be finished ready to send us for the mortar boats. You will also visit the foundry and call upon all persons connected with the preparation of the mortars and beds and appliances. You will make arrangements to have the mortars charged and plugged, but not fused.

You will leave Pittsburg as soon as the object of your visit is accomplished, and on your return stop at Cincinnati and ascertain at what time the powder required for the mortars in cylinders can be made ready for us. Ascertain if men with sweeps can be procured, and others to man the boats, and at what time.

Having performed this duty, you will, as soon as possible, return and report yourself to me.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Captain CONSTABLE,
Master Superintendent Mortar Boats, Cairo.

Letter from Flag-Officer Foote, U. S. Navy, to Colonel Symington, U. S. Army, introducing Captain Constable, superintending mortar boats at Cairo, Ill.

CAIRO, January 23, 1862.

COLONEL: This note will be handed to you by Captain Constable, acting as master superintendent of the mortar boats, who, by my directions, visits Pittsburg for the purpose of ascertaining the number of mortars and beds ready for the flotilla, and when they and the others will be ready to be sent to this place, Cairo.

The President wishes to have the mortar beds prepared with all possible dispatch, and I thus send to Pittsburg, requesting of you to furnish this information, and to give Captain Constable any other information relating to this matter in your power. Will you do me the favor to further this object by introducing Captain Constable to other parties concerned in the mortars and mortar beds, etc.?

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Colonel SYMINGTON,
Allegheny Arsenal, Pittsburg, Pa.

Letter from Chief of Bureau of Ordnance and Hydrography, to Commander Mullany, U. S. Navy, to expedite the forwarding of guns from Pittsburg to Cairo.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
NAVY DEPARTMENT,
Washington City, January 23, 1862.

SIR: You were telegraphed on the 21st instant not to send more IX-inch guns to New York until further orders, and to get ready with all possible dispatch sixteen of the same class for a special purpose.

2. The Bureau now informs you that the sixteen guns are intended for the gunboat flotilla at Cairo, and you will please forward the guns by the quickest means of transportation, one by one, as fast as they can be delivered.

3. You will please inform the Fort Pitt Founders that the Bureau especially and urgently requests that every possible exertion may be made to expedite the work for the purpose indicated at the earliest practicable moment.

I am, very respectfully, your obedient servant,

ANDREW A. HARWOOD,
Chief of Bureau.

Commander J. R. M. MULLANY, U. S. Navy,
Assistant Inspector Ordnance, Pittsburg.

[Telegram.]

CAIRO, ILL., January 24, 1862.

Shall I receive the *Benton*? We can raise her wheel 18 inches and increase her rudder at the surface of the water, which it is believed would improve her speed and working. The expense probably would not exceed \$2,000 and the work to be done in less than three weeks. Please telegraph reply immediately.

A. H. FOOTE,
Flag-Officer.

Brigadier-General M. C. MEIGS,
Quartermaster-General, Washington, D. C.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. Lexington, regarding cooperative expedition in the Tennessee River.

U. S. GUNBOAT LEXINGTON,
Paducah, January 24, 1862.

SIR: I have the honor to make the following report:

On the afternoon of Sunday, the 19th instant, I received orders from Lieutenant Commanding Phelps to convoy the transport steamer *V. F. Wilson* with a cargo of commissary stores to the landing at Aurora, on the Tennessee River.

I left Paducah on the evening of the 19th at 7 o'clock and arrived at Aurora at 3:30 a. m. on the next day. I remained there until noon of the 21st, when I received a note from Brigadier-General Smith requesting me to come with the *Lexington* and *Wilson* to the point where the troops were then encamped. I proceeded to Crown Point Landing (distant about 49 miles from Paducah) and there found General Smith with his command.

At the request of General Smith I then proceeded up the river for the purpose of ascertaining the truth of a report that the general had heard, which was to the effect that Fort Henry had been evacuated. I had not gone farther than 3 miles from the camp before I discovered the rebel gunboat *Dunbar* under steam going up the river and distant about a mile and three-quarters or 2 miles. I immediately gave chase and dropped a 6-inch shot just astern of her, as she was rounding an island in the river which hid her from us. As she is a very fast boat, her speed being equal to one and a half times that of this vessel, I here lost sight of her.

I proceeded up the river to the foot of the island below the fort, and then could again see the *Dunbar* and another steamer at the fort. While in this position I threw several shell at the place where it had been reported there was a masked battery (the same spot that was shelled on Friday last by this vessel and the *Conestoga*), but could not elicit any reply. I also dropped a shell in one of the enemy's camps, with what result I do not know. I remained in sight of the fort for about half an hour, but heard nothing of it. I did not deem it prudent, being alone, to go within reach of their guns. I saw a large number of men about the fort, and having thus accomplished my object, I returned to the camp and reported the result to General Smith.

While at Aurora I heard that the *Dunbar* had been down the river as far as Birmingham (35 miles from Paducah) on Sunday, and that she carried two brass pieces. This, and the silence of the reported masked battery, induced me to believe that she had the same guns which once composed that battery.

The *Dunbar* has not yet been altered. She has no bulwarks, and has still her upper cabin or saloon in its place. She is painted white and looks like any other river steamboat. The other boat that we saw at the fort is painted black. We were not able to see how she was built up. I presume that it was the gunboat *Eastport*.

On Wednesday, the 22d, General Smith came on board with two members of his staff and requested me to take him up the river within sight of the fort. I did so, and threw several shot and shell at it. One of the shot fell in the water immediately at the foot of the works and several of the shell burst over them. The enemy fired one shot at this vessel, which fell short about half a mile. This shot was from a rifled breech-loading 32-pounder.

We did not see anything of either the *Dunbar* or *Eastport*, but in their places were two stern-wheeled boats, which got underway and stood up the river upon our approach.

We went up on the starboard side of the island, and inside of 2 miles from the fort. The river is so full at present (and is still rising) that whenever there is water there is a channel. After we had drawn the fire from the fort, we returned them one shell, which we did not see strike, and then returned to the camp.

We remained there at the request of General Smith until the army left at 8:30 a. m., today, when the *Conestoga* (that vessel having arrived at daylight) and the *Lexington* started for this place, which we reached at 45 minutes p. m.

I have the honor to be, sir, very respectfully, your obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,
*Commanding U. S. Naval Forces
on the Western Waters, Cairo, Ill.*

[Telegram.]

CAIRO, January 25, 1862.

As the mortar boats can have no accommodations for cooking, sleeping, or carrying provisions, their men must have a steamer for their accommodation. Shall I purchase or hire a steamer for them? We may also want this steamer to carry ammunition for mortar boats, as their magazines leak badly. I telegraphed General Meigs on the 16th instant for authority; also to purchase and fit up a steamer to carry reserved ammunition for the gunboats, but have had no reply. I have made arrangements to get mortars and mortar beds aboard when they are obtained.

A. H. FOOTE,
Flag-Officer.

Lieutenant HENRY A. WISE,
Bureau of Ordnance and Hydrography, Washington, D. C.

[Telegram.]

CAIRO, *January 27, 1862.*

Nothing yet about mortars from Pittsburg. Telegraphic wires out of order. Waiting to hear from General Meigs about the *Benton*. Time is precious.

A. H. FOOTE,
Flag-Officer.

HENRY A. WISE,
Bureau of Ordnance and Hydrography, Washington, D. C.

Semiofficial letter from the Assistant Secretary of the Navy to Flag-Officer Foote, U. S. Navy, regarding the action of the President in regard to the mortar boats.

NAVY DEPARTMENT, *January 27, 1862.*

DEAR SIR: I have not answered your letters or telegram, but I have begged and beseeched the proper department that they should be attended to. It was on these matters that made me desirous to transfer the whole thing to the Navy and then give you full authority to do whatever was right or necessary in your judgment. It is impossible for us to shake off from our Department some little blame with regard to these mortars, for people will never care to investigate the whole facts.

The President is very much exercised in the matter, and I do not blame him. He telegraphed to Pittsburg, and they replied that two beds were ready. I doubt if the history of any war ever furnished such an exposure. The plan matured and commenced last summer, the boats built, the gunboats in good condition, the river high, the time come to make the movement coincide with others, and only two beds ready. The President has determined to remove Ripley from the ordnance, and it has shaken his confidence in many others. The result of the whole matter is a delay and change of programme. Our twenty mortar vessels have partly sailed and will probably all be off in the course of ten days. I think their success under Porter will shame the Army people for their great crime in neglecting these boats. Halleck seems to take no interest in your part of the expedition, but I advise him to obey orders about furnishing you with men. Your daily telegram to Wise goes to the President, who very wisely has taken this matter into his own hands.

Yours, truly,

G. V. Fox.

Flag-Officer A. H. FOOTE,
Cairo, Ill.

There are several ships waiting for crews. You can not expect men from the Navy.

Semiofficial letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy, referring to a conference with the President in the interest of the flotilla.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
NAVY DEPARTMENT,
Washington City, January 27, 1862.

MY DEAR FOOTE: I have yours of the 22d and rely upon it that your services, almost superhuman as they are and have been, are not only appreciated by me, but by all your friends around us, from the President down; and let me add that the mistake of Hitchcock's naval career has been his declension of your command; and now, although he is trying hard to get a ship, he will never get one.

With reference to the mortar rafts, Uncle Abe, as you already know, has gone into that business with a will, making his first demonstration, *entre nous*, by pitching General Ripley out of his Ordnance Bureau. I have told him how the work can be done expeditiously, and take my word for it, my friend, that the wires have not ceased vibrating since, nor will they until the thing is done.

Yesterday a. m. came your second telegram, which I immediately sent to the White House, and in the evening I was with him for two hours, and Meigs will be instructed to-day to carry out your views about either buying or chartering a steamer and also with reference to the suggestions you make for the *Benton*.

I have carefully studied the plans of the mortar rafts, and quite agree with you that they will be shaken to pieces by the mortars. However, the way to decide as to their strength would be to mount a mortar on one of the staunchest and fire twenty or thirty rounds, and the result will be conclusive one way or the other.

I send you a paper showing the manner the mortars are arranged on board Porter's vessels, where they work beautifully, and as your log boats will be fitted similarly the sketch may prove of interest.

With reference to the men you require, Fox told me they had been ordered, but since there has been some unexpected hitch, which shall be cleared up the moment I see the President to-night.

Be certain that I shall do all I can for you, come fair weather or foul, and I make no doubt, nor ever have, but that the whole thing will redound to your reputation and honor.

* * * * *

Yours, faithfully,

H. A. WISE.

[Telegram.]

JANUARY 28, [1862]—2 p. m.

The President authorizes you to make the change you require on the *Benton* on the terms you have submitted to General Meigs, if the work can positively be executed by the 22d of February next.

H. A. WISE,
Assistant Inspector of Ordnance.

Flag-Officer FOOTE,
Cairo, Ill.

[Telegram.]

CAIRO, *January 28, 1862.*

Nothing from Pittsburg yet about mortars, as telegraph works badly.

We only want five of the 9-inch guns, as the remaining eleven guns are on the battery at St. Louis. Do not send but five guns at Cairo. Do you mean that Secretary Fox will send us 600 men immediately? Do get General Meigs to tell me what to do with the *Benton*. Telegraph immediately.

A. H. FOOTE,
Flag-Officer.

H. A. WISE,
Bureau of Ordnance and Hydrography, Washington, D. C.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, proposing an attack upon Fort Henry.

CAIRO, *January 28, 1862.*

Commanding Grant and myself are of opinion that Fort Henry, on the Tennessee River, can be carried with four ironclad gunboats and troops to permanently occupy.

Have you authority to move for that purpose when ready?

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK,
St. Louis, Mo.

[Endorsement.]

The above copy was furnished by Commodore Foote, who requested me to verify it at the telegraph office. It (the office copy) differs from the above slightly. As it stands above, with the erasures and interlineations, it comports with the office copy. Commodore Foote thinks his copy right, as he says he would hardly have addressed you as "Commanding Grant."

C. C. W.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, proposing an attack upon Fort Henry.

CAIRO, *January 28, 1862.*

General Grant and myself are of the opinion that Fort Henry, on the Tennessee River, can be carried with four ironclad gunboats and troops, and be permanently occupied. Have we your authority to move for that purpose when ready?

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK.

NOTE.—I made the proposition to move on Fort Henry first to General Grant.

[Telegram.]

CAIRO, *January 29, 1862.*

I have authority to alter the *Benton* as you suggested. Drive on night and day and make the doctor engine and raise the shafts and all necessary repairs required to finish the work as we agreed upon. It must be done in three weeks certainly. Telegraph reply immediately.

A. H. FOOTE.

CHARLES SMITH, Esq.,
Niles Works, Cincinnati, Ohio.

[Telegram.]

CAIRO, *January 29, 1862.*

Has Captain Constable seen you about mortar and mortar beds?

I have sent him to Pittsburg the number of mortars and mortar beds ready. Please to let me know if he is there; also give me information when I can have mortars and mortar beds sent here, as we are waiting for them. The President has ordered me to ascertain all this from Pittsburg, as he is in a hurry for mortar boats.

A. H. FOOTE,
Flag-Officer.

Colonel SYMINGTON, U. S. Army,
Allegheny Arsenal, Pittsburg, Pa.

[Telegram.]

ST. LOUIS, [*January*] *29, 1862.*

I am waiting for General Smith's report on road from Smithland to Fort Henry. As soon as that is received will give order. . Mean-time, have everything ready.

H. W. HALLECK,
Major-General.

Commodore FOOTE,
Cairo.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, regarding proposed attack upon Fort Henry.

CAIRO, *January 29, 1862.*

GENERAL: I have just received your telegram in relation to Fort Henry and will be ready with four ironclad boats early on Saturday. Lieutenant Commanding Phelps has been with me for a day or two, and in consultation with General Grant we have come to the conclusion that, as the Tennessee will soon fall, the movement up that river is desirable early next week (Monday), or, in fact, as soon as possible.

Four mortars and beds are en route from Pittsburg and more will soon be forwarded.

I send Lieutenant Prichett with orders to report to you, agreeable to your suggestion to General Grant.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK,
Commanding Army of the West, St. Louis, Mo.

P. S.—The roads are said to be good from Paducah to Fort Henry, even at this season.

A. H. FOOTE.

[Telegraph?]

CAIRO, *January 29, 1862.*

Four mortars and mortar beds are on their way from Pittsburg. I have ordered copper tanks for powder, and sent an officer to Cincinnati for flatboatmen. A powder agent will come to see me tomorrow night. Arrangements made to place mortars and beds into the mortar boats.

Four more smoothbore howitzers are wanted.

A. H. FOOTE.

Lieutenant HENRY A. WISE,
Bureau of Ordnance and Hydrography, Washington, D. C.

[Telegram.]

CAIRO, *January 30, 1862.*

(Received 31st.)

It is reported that 11,400 shells for the mortars have been ordered to be sent here. I presume this is a mistake, as we do not want more than 3,000 for the thirty-eight mortars; and I doubt whether the condition of several of the mortar boats, and the width of the river, will enable us to fit any more than twenty available mortar boats. I have sent Lieutenant Sanford to Cincinnati to purchase two small steamers of 1,000 tons each, the price for each not to exceed \$15,000, which will answer our purpose better than one steamer of a larger size. I have the particular steamers in view, strong and cheap.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

WASHINGTON, *January 31—10:45 a. m.*

Your telegram of yesterday's date is received, and the President directs me to say that he approves of your design for the purchase of two steamers instead of one, and desires you to go ahead.

H. A. WISE,
Assistant Inspector Ordnance.

A. H. FOOTE,
Flag-Officer, Cairo.

Letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy, expressing the approval of the President regarding the propositions of the latter.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
NAVY DEPARTMENT,
Washington, January 31, 1862.

SIR: Your telegraphic dispatch of yesterday came this a. m., and I immediately laid it before the President, who directed me to reply, approving your design for the purchase of two steamers.

With respect to the mortar rafts, and the amount of shells required for the mortars, the President remarked that he thought it would be expedient to receive all the mortars and shells sent to Cairo, so as to be able to meet any probable amount of work that may be demanded; that he wished you to be sure when you opened fire on Columbus you would have it in your power "to rain the rebels out" as he desired to "treat them to a refreshing shower of sulphur and brimstone."

The President added his commendation of the energy you have displayed in the matters intrusted to your charge.

I am, very respectfully, your obedient servant,

H. A. WISE,
Assistant, Bureau Hydrography and Ordnance.

Flag-Officer A. H. FOOTE,
Commanding Gunboat Flotilla, Cairo, Ill.

Semiofficial letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy, referring to his conference with the President regarding the flotilla.

BUREAU OF ORDNANCE, *January 31, 1862.*

MY DEAR FOOTE: I have given you in the accompanying dispatch the purport of the President's conversation. He is an evidently practical man, understands precisely what he wants, and is not turned aside by anyone when he has his work before him.

He knows and appreciates your past and present arduous services, and is firmly resolved to afford you every aid in the work in hand.

The additional smooth howitzers you asked for were ordered two days ago.

Great haste, faithfully yours,

H. A. WISE,
U. S. Navy.

Flag-Officer FOOTE, U. S. Navy,
Cairo.

[Telegram.]

CAIRO, *January 31, 1862.*
(Received 9:30 a. m., February 1.)

I will send by mail copy of orders to purchase two steamers.

Please send 1,200 barrels of powder and 10,000 friction primers.

I am apprehensive that the Army will not permit the men, as the colonels and captains do not readily give their assent. I am shipping men by "runners at Chicago and elsewhere."

I can move with four armed and three other gunboats at any moment, and am only waiting for men (with the exception of the *Benton*) to be ready with all the gunboats.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga, of a preliminary reconnoissance to Fort Henry.

U. S. GUNBOAT CONESTOGA,
Paducah, January 31, 1862.

SIR: I went up to Fort Henry last night with this boat and the *Lexington*, arriving at the island soon after daylight. The river in good stage, but falling. At the island the water has fallen 3 feet. In the right channel, and near the foot of the island, are numerous buoys, evidently marking the location of some kind of explosive machine or obstruction; these I think we can rake out with our boats.

The *Lexington* passed up that side of the island a few days since, and I have no doubt the torpedoes (?) have been placed there since to prevent the use of that channel. This would argue that the river above the head of the island is full of such devices. Some preparation should be made in anticipation of their discovery. The old boats must use the right channel ascending or be exposed to the ricochet of every shot fired at the casemate boats. We shall have first to clear the shore of every defense of these obstructions and then drag them out. The vast weight and heavy timber of the new boats will, I should think, render them in great degree free from injury by such inventions. I should also suppose that a high stage of water would injure the destructive effect.

I enquired about the roads along the ridge between the two rivers and learn that it is hard, but the country hilly.

There is evidently a large force at Fort Henry, and the report everywhere is that an attack is anticipated by the rebels and that they are prepared to defend the post at all hazards.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.
Flag-Officer A. H. FOOTE,
Commanding Naval Forces, Western Waters, Cairo, Ill.

[Telegram.]

CAIRO, *February 1, 1862.*

I leave early to-morrow with four armored gunboats on an expedition cooperating with the army. Senior officer will telegraph you during my absence. Nothing new about the mortars. Twenty-nine men shipped from regiments yesterday and three to-day.

A. H. FOOTE.
Lieutenant HENRY A. WISE,
Bureau of Ordnance and Hydrography, Washington, D. C.

Instructions from Flag-Officer Foote, U. S. Navy, to Commander Kilty, U. S. Navy, regarding his duties as senior officer during temporary absence of the former.

✱

CAIRO, February 1, 1862.

SIR: During my absence you will, as the senior officer, see that all things here connected with the flotilla have proper attention. Commander Pennock will inform you what orders are unexecuted. My secretary, S. Henriques, will give you varied information.

It is a momentous object with us to obtain men, and I wish you to inform the commanding officer of the troops that we must have all the men we can properly obtain from the Army, else the gunboats and mortars will be inefficient. Also inform him that you will daily telegraph about the progress of the mortar boats and the number of men daily received from the Army.

You will forward with all possible dispatch the fitting out of the mortar boats by obtaining such things as are necessary for them in time, so that, when we receive the mortars and their beds, all other articles to complete their equipment shall be ready. Make a short telegram daily to Lieutenant Wise.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander A. H. KILTY,
Commanding Gunboat Mound City.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Bryant, U. S. Navy, to proceed to duty off Fort Holt, Ky.

CAIRO, February 1, 1862.

SIR: You will, without delay, proceed to the anchorage off Fort Holt, [Ohio River, Ky.], for the protection of this locality from hostile attack.

[A. H. FOOTE.]

Lieutenant Commanding N. C. BRYANT.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, to proceed to Paducah, Ky.

CAIRO, February 1, 1862.

SIR: At 1 o'clock to-morrow morning you will proceed with the gunboat *Essex* under your command (2d instant) to Paducah, Ky., and there await my arrival.

I leave for Paducah in the gunboat *Tyler* at 9 a. m. to-morrow.

You will probably find the three gunboats, which I have ordered to leave at daylight to-morrow morning, at Paducah.

I am, respectfully, your obedient servant,

A. H. FOOTE.

Commander W. M. D. PORTER,
Commanding Gunboat *Essex*.

Order of Flag-Officer Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, to proceed to Paducah, Ky.

CAIRO, February 1, 1862.

SIR: At daylight to-morrow morning, the 2d instant, you will get underway with the gunboat *Carondelet* and proceed directly to Paducah, Ky. You will leave this place by 6 a. m.

I shall leave in gunboat *Tyler* at 9 a. m. and join you at Paducah.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander HENRY WALKE.

[Telegram.]

ST. LOUIS, February 3, 1862.

General Grant is authorized to furnish men for temporary gunboat duty by detail. Men will be sent from here as soon as collected. Arrange with General Grant for temporary crews, so that there may be no delay.

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE.

Instructions from Flag-Officer Foote, U. S. Navy, to Commander Kilty, U. S. Navy, regarding the execution of work at Cairo.

PADUCAH, February 3, 1862.

SIR: I have written to the fleet captain this morning directing him to inform you that I want certain orders, named in his letter, at once executed.

You will confer with Commander Pennock and have the *Benton's* masts at once shipped, as I presume they are ready to be stepped, and you will as soon as possible, put the *Benton* in commission and see that everything is ready, so that, before her shaft is raised, she will be in all respects ready for service. You will also give Commander Pennock and the superintendent of the mortar boats all facilities for having the mortar boats ready when the mortars and mortar beds reach Cairo, and place the first mortar bed and mortar immediately in the boat, that her capacity to use the mortar may be tested. You will daily inform Lieutenant Wise, per telegram, of the number of men that you ship daily; you will also inform General Halleck of the few men we have, and the necessity of getting more immediately, as, if we do not, that the flotilla will be inefficient for want of men, and that we must have the men and drill them for several days before they can safely be taken into action.

You will act in my place during my absence and use your discretion in forwarding the interests of the flotilla, conferring with Fleet Captain Pennock.

I am, respectfully, your obedient servant.

[A. H. FOOTE],
Flag-Officer.

Commander A. H. KILTY,
Senior Officer of Flotilla, Cairo.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, to proceed in company with the U. S. S. St. Louis to Pine Bluff, Tennessee River.

PADUCAH, February 3, 1862.

SIR: You will proceed with the gunboats *Essex* and *St. Louis* up the Tennessee as far as Pine Bluff, a distance of about 65 miles, and there await my arrival in the *Tyler*, for the purpose of protecting the landing of the troops on their arrival at that point.

[A. H. FOOTE],

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Commander WM. D. PORTER,

Commanding U. S. Gunboat Essex.

Order of Commander Kilty, U. S. Navy, commanding at Cairo, to Commander Dove, U. S. Navy, commanding U. S. S. Louisville, to prepare for the reception of troops on board that vessel.

COMMANDANT'S OFFICE,

Cairo, February 3, 1862.

SIR: I am instructed by Flag-Officer A. H. Foote to man one of the gunboats remaining here, in case of necessity, with such force as can be obtained from the Army, and as the *Louisville*, under your command, is nearer completion than either of the others, you will hold her in readiness for the reception of any troops that may be suddenly transferred to her. Further instructions will be given you in the event of such transfer.

I am, very respectfully, your obedient servant,

A. H. KILTY,

Commanding Officer.

Commander B. M. DOVE,

Commanding U. S. Gunboat Louisville, Cairo.

[Telegram.]

CAIRO, February 3, 1862.

Telegram this day received from Flag-Officer Foote, as follows, from Paducah:

Telegraph General Halleck that we want men immediately, as the gunboats will be inefficient without the men are sent in time to be drilled.

The soldiers volunteer, but can not get the consent of their captains and colonels.

A. H. KILTY,

Commanding Officer.

Major-General HALLECK,

St. Louis, Mo.

[Telegram.]

NAVY DEPARTMENT, *February 4, 1862.*

The Secretary of War to-day gave directions to detail from several Massachusetts regiments those soldiers who have been seamen up to the number of 600. These will be sent to you without arms or officers in detachments of 100, commencing next Monday.

G. V. FOX,
Assistant Secretary.

Flag-Officer A. H. FOOTE,
Cairo, Ill.

[Telegram.]

WASHINGTON, *February 4, 1862.*

Please inform me if a sufficient number of men are likely to be shipped for the flotilla, either at Cairo or elsewhere, and if the negative, what will probably be the number required.

H. A. WISE,
Assistant, Ordnance.

SENIOR NAVAL OFFICER.

[Telegram.]

CAIRO, *February 4, 1862.*

But a small number of men can be procured here or at St. Louis from the Army. Men volunteer, but their captains and colonels object. About 1,000 men are required for the gunboats and 700 for the mortar boats, 38 in number. We are trying to get men from Chicago, but, as yet, with little success.

A. H. KILTY,
Commanding Officer.

[CHIEF OF BUREAU OF ORDNANCE,
Navy Department.]

Letter from Commander Kilty, U. S. Navy, to Major-General Halleck, U. S. Army, regarding a transfer of men from the Army to the flotilla.

CAIRO, *February 4, 1862.*

GENERAL: Your telegram of the 3d instant is received.

It is my duty to inform you that Flag-Officer Foote's telegram of the same date, an extract of which was telegraphed to you, had reference to a permanent transfer of men from the Army to the flotilla. There is no need of a temporary supply, unless there should be an attack upon Cairo, in which case I am directed by Flag-Officer Foote to call upon the commanding officer of this post for a force sufficient to man, temporarily, the gunboats remaining here.

I am, very respectfully, your obedient servant,

A. H. KILTY,
For Flag-Officer Foote.

Major-General HALLECK,
Commanding Army of the West.

[Telegram.]

CAIRO, *February 5, 1862.*

Will have a mortar mounted and probably tested to-morrow. Advices of four more mortars and two beds on the road. No implements arrived, are advised.

Four men shipped to-day.

A. H. KILTY,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Order of Commander Kilty, U. S. Navy, to Commander Dove, U. S. Navy, commanding U. S. S. Louisville, to proceed on special duty to Fort Holt, Ky.

CAIRO, *February 5, 1862.*

SIR: You will proceed forthwith to the anchorage near Fort Holt with the *Louisville* under your command and take on board the crew of the *Cairo*, which vessel you will send immediately to this place for repairs. You will be guided in your future movements by the instructions given Lieutenant Commanding Bryant by Flag-Officer A. H. Foote.

I am, very respectfully, your obedient servant,

A. H. KILTY,
Commander, for Flag-Officer Foote.

Commander B. M. DOVE,
Commanding Gunboat Louisville, Cairo, Ill.

Order of Commander Kilty, U. S. Navy, to Lieutenant Bryant, U. S. Navy, for the temporary transfer of the crew of the U. S. S. Cairo.

CAIRO, *February 5, 1862.*

SIR: On receipt of this, you will transfer temporarily the crew of the *Cairo* to the *Louisville*, Commander Dove, retaining only such men as may be necessary to bring the *Cairo* to this place for repairs.

I am, very respectfully, your obedient servant,

A. H. KILTY,
Commanding Officer.

Lieutenant Commanding N. C. BRYANT,
Commanding U. S. Gunboat Cairo.

Order of Flag-Officer Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, assigning a signal number to that vessel.

U. S. FLAGSHIP CINCINNATI, *February 5, 1862.*

No. two (2) of the present code of signals will be your distinguishing number, and will be kept flying by the flagship until you give evidence of having seen it by hoisting the answering pennant. The signal will then immediately follow.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander WALKE,
Carondelet, Present.

[Telegram.]

CAIRO, *February 6, 1862.*
(Received 7th.)

One mortar mounted to-day and no men shipped.

I will test mortar to-morrow. Only four mortar beds here; two more expected to-morrow.

The work on steamer *Benton* progressing.

A. H. KILTY,
Commanding Officer.

[Chief of BUREAU OF ORDNANCE,
Navy Department.]

Capture of Fort Henry, Tennessee, February 6, 1862.

Report of Flag-Officer Foote, U. S. Navy, regarding preliminary movement of his command up the Tennessee River, transmitting copies of orders to commanding officers.

U. S. GUNBOAT TYLER,
Paducah, February 3, 1862.

SIR: I have the honor to inform you that I left Cairo yesterday with this vessel, having ordered the armored gunboats *Essex*, *Carondelet*, *Cincinnati*, and *St. Louis* to precede me to Paducah, and arrived here last evening.

To-day I purpose ascending the Tennessee River with the four new armored boats and the old gunboats *Tyler*, *Conestoga*, and *Lexington*, in convoy of the troops under General Grant, for the purpose of conjointly attacking and occupying Fort Henry and the railroad bridge connecting Bowling Green with Columbus.

The transports have not yet arrived, although expected last night from Cairo, which causes detention, while, in the meantime, unfortunately, the river is falling. I am ready with the seven gunboats to act offensively whenever the army is in condition to advance, and have every confidence, under God, that we shall be able to silence the guns at Fort Henry and its surroundings; notwithstanding, I have been obliged, for want of men, to take from the five boats

remaining at Cairo all the men except a sufficient number to man one gunboat for the protection of that important post.

I have left Commander Kilty as senior officer in charge of the guns and mortar boats at Cairo, ordering him, with the assistance of Fleet Captain Pennock, to use every effort in obtaining men and forwarding the early equipment of the mortar boats. It is peculiarly unfortunate that we have not been able to obtain men for the flotilla, as they only are wanting to enable me to have at this moment eleven full-manned, instead of seven partially manned, gunboats, ready for efficient operations at any point. The volunteers from the army to go in the gunboats exceed the number of men required, but the derangement of companies and regiments, in permitting them to leave, is the reason assigned for not more than fifty of the number having been thus far transferred to the flotilla.

I enclose a copy of my orders to the commanders of the gunboats in anticipation of the attack on Fort Henry; also a copy of orders to Lieutenant Commanding Phelps, who will have more especially charge of the old gunboats and operate in a less exposed condition than the armored boats.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

I proceed up the Tennessee early in the morning, and will there make the *Cincinnati* my flagship.

A. H. F.

P. S.—Several transports with troops have just arrived.

A. H. F.

[Enclosures.]

SPECIAL ORDERS, {
No. 1.

U. S. GUNBOAT TYLER,
Ohio River, February 2, 1862.

The captains of the gunboats, before going into action, will always see that the hoods covering the gratings of the hatches at the bows and sterns and elsewhere are taken off, otherwise great injury will result from the concussion of the guns in firing. The anchors also must be unstocked if they interfere with the range of the bow guns.

In attacking the fort, the first order of steaming will be observed; as, by the vessels being parallel, they will be much less exposed to the enemy's range than if not in a parallel line, and by moving ahead or astern, which all the vessels will do by following the motions of the flagship, it will be difficult for the enemy to get an accurate range of the gunboats.

Equal distances from one another must be observed by all the vessels in action. The flagship will, of course, open the fire first, and then others will follow when good sight of the enemy's guns in the fort can be obtained.

There must be no firing until correct sights can be obtained, as this would not only be throwing away ammunition, but it would encour-

age the enemy to see us firing wildly and harmlessly at the fort. The captains will enforce upon their men the absolute necessity of observing this order, and let it be also distinctly impressed upon the mind of every man firing a gun that, while the first shot may be either of too much elevation or too little, there is no excuse for a second wild fire, as the first will indicate the inaccuracy of the aim of the gun, which must be elevated or depressed, or trained, as circumstances require. Let it be reiterated that random firing is not only a mere waste of ammunition, but, what is far worse, it encourages the enemy when he sees shot and shell falling harmlessly about and beyond him.

The great object is to dismount the guns in the fort by the accuracy of our fire, although a shell in the meantime may occasionally be thrown in among a body of the enemy's troops. Great caution will be observed, lest our own troops are mistaken for the enemy.

When the flagship ceases firing, it will be a signal for the other vessels also to cease, as the ceasing of fire will indicate the surrender, or the readiness to surrender the fort. As the vessels will all be so near one another, verbal communication will be had with the commander in chief when it is wanted. The commander in chief has every confidence in the spirit and valor of officers and men under his command, and his only solicitude arises lest the firing should be too rapid for precision, and that coolness and order, so essential to complete success, should not be observed, and hence he has in this general order expressed his views, which must be observed by all under his command.

A. H. FOOTE,

Flag-Officer, Commanding Naval Forces, Western Waters.

SPECIAL ORDERS, }
No. 2.

U. S. GUNBOAT TYLER,
Ohio River, February 2, 1862.

The division of the three gunboats, not armored, and consequently, not prepared to encounter at so short a range the batteries of the fort as the four armored boats; will take a position astern, and, if practicable, inshore on the right of the main division. Lieutenant Commanding Phelps, in charge of this division, from his great experience and successful charge of our interest, for most of the time on the Tennessee and Cumberland rivers, will, I trust, be enabled to throw shells into Fort Henry with no greater exposure to his division, comparatively, than that of the armored boats, while the main division, more directly in the face of the fort, attempts to dismount its guns in close range by a more direct fire. The captains of this division will also see that no gun is fired without accurate aim, as we have no ammunition to throw away, but, what would be far worse, rapid, random, harmless firing would encourage the enemy to a more determined resistance.

Great care must be observed lest our troops should be mistaken for the enemy. When the main division ceases firing, it will be an indication that the fort is ready to surrender.

A. H. FOOTE,

Flag-Officer, Commanding Naval Forces, Western Waters.

SPECIAL ORDERS, {
No. 3.

U. S. GUNBOAT TYLER,
Paducah, February 2, 1862.

Lieutenant-Commanding Phelps will, as soon as the fort shall have surrendered and upon signal from the flagship, proceed with the *Conestoga*, *Tyler*, and *Lexington* up the river to where the railroad bridge crosses, and, if the army shall not already have got possession, he will destroy so much of the track as will entirely prevent its use by the rebels.

He will then proceed as far up the river as the stage of water will admit and capture the enemy's gunboats and other vessels which might prove available to the enemy.

A. H. FOOTE,
Flag-Officer, Comdg. Naval Forces, Western Waters.

[Telegram.]

U. S. FLAG-STEAMER CINCINNATI,
Off Fort Henry, Tennessee River, February 6, 1862.
(Received 7th.)

The gunboats under my command, *Essex*, Commander Porter; *Carondelet*, Commander Walke; *Cincinnati*, Commander Stembel; *St. Louis*, Lieutenant Commanding Paulding; *Conestoga*, Lieutenant Commanding Phelps; *Tyler*, Lieutenant Commanding Gwin, and *Lexington*, Lieutenant Commanding Shirk, after a severe and rapid fire of one hour and a quarter, have captured Fort Henry and have taken General Lloyd Tilghman and his staff, with 60 men, as prisoners. The surrender to the gunboats was unconditional, as we kept an open fire upon them until their flag was struck. In half an hour after the surrender I handed the fort and prisoners over to General Grant, commanding the army, on his arrival at the fort in force. The *Essex* had a shot in her boilers, and after fighting most effectually for two-thirds of the action was obliged to drop down the river, as I hear that several of her men were scalded to death, including the two pilots. She, with the other gunboats, officers and men, fought with the greatest gallantry. The *Cincinnati* received 31 shots and had 1 man killed and 8 wounded, 2 seriously. The fort, with 20 guns and 17 mounted, was defended by General Tilghman with the most determined gallantry. I will write as soon as possible. I have sent Lieutenant Commanding Phelps and three gunboats after the rebel gunboats.

A. H. FOOTE,
Flag-Officer.

Hon. G. WELLES,
Secretary Navy.

Report of Flag-Officer Foote, U S. Navy.

CAIRO, ILL., *February 7, 1862.*

SIR: I have the honor to report that on the 6th instant, at 12:30 p. m., I made an attack on Fort Henry, on the Tennessee River, with the ironclad gunboats *Cincinnati*, Commander Stembel; the flagship

Essex, Commander Porter; *Carondelet*, Commander Walke, and *St. Louis*, Lieutenant Commanding Paulding; also taking with me the three old gunboats, *Conestoga*, Lieutenant Commanding Phelps; the *Tyler*, Lieutenant Commanding Gwin, and the *Lexington*, Lieutenant Commanding Shirk, as a second division, in charge of Lieutenant Commanding Phelps, which took position astern and inshore of the armored boats, doing good execution there in the action, while the armored boats were placed in the first order of steaming, approaching the fort in a parallel line.

The fire was opened at 1,700 yards distant from the flagship, which was followed by the other gunboats and responded to by the fort. As we approached the fort under slow steaming, till we reached within 600 yards of the rebel batteries, the fire both from the gunboats and fort increased in rapidity and accuracy of range. At twenty minutes before the rebel flag was struck, the *Essex* unfortunately received a shot in her boilers, which resulted in the wounding, by scalding, of 29 officers and men, including Commander Porter, as will be seen in the enclosed list of casualties. The *Essex* then necessarily dropped out of line, astern, entirely disabled and unable to continue the fight, in which she had so gallantly participated until the sad catastrophe. The firing continued with unabated rapidity and effect upon the three gunboats as they continued still to approach the fort, with their destructive fire, until the rebel flag was hauled down, after a very severe and closely contested action of one hour and fifteen minutes.

A boat containing the adjutant-general and captain of engineers came alongside after the flag was lowered and reported that General Lloyd Tilghman, the commander of the fort, wished to communicate with the flag-officer, when I dispatched Commander Stembel and Lieutenant Commanding Phelps, with orders to hoist the American flag where the secession ensign had been flying, and to inform General Tilghman that I would see him on board the flagship. He came on board soon after the Union had been substituted by Commander Stembel for the rebel flag on the fort, and possession taken.

I received the general, his staff, and some 60 or 70 men as prisoners, and a hospital ship containing 60 invalids, together with the fort and its effects, mounting twenty guns, mostly of heavy caliber, with barracks and tents capable of accommodating 15,000 men, and sundry articles, which, as I turned the fort and its effects over to General Grant, commanding the army, on his arrival in an hour after we had made the capture, he will be enabled to give the Government a more correct statement than I am enabled to communicate from the short time I had possession of the fort.

The plan of attack, so far as the army reaching the rear of the fort to make a demonstration simultaneously with the navy, was frustrated by the excessively muddy roads and high stage of water preventing the arrival of our troops until some time after I had taken possession of the fort.

On securing the prisoners and making necessary or preliminary arrangements, I dispatched Lieutenant Commanding Phelps with his division up the Tennessee River, as I had previously directed, and as will be seen in the enclosed orders to him to remove the rails and so far render the bridge incapable of railroad transportation and communication between Bowling Green and Columbus, and

afterwards to pursue the rebel gunboats and secure their capture if possible.

This being accomplished, and the army in possession of the fort, and my services being indispensable at Cairo, I left Fort Henry in the evening of the same day with the *Cincinnati*, *Essex* and *St. Louis*, and arrived here this morning.

The armored gunboats resisted effectually the shot of the enemy when striking the casemate. The *Cincinnati*, flagship, received 31 shot; the *Essex*, 15; the *St. Louis*, 7; and *Carondelet*, 6; killing 1 and wounding 9 in the *Cincinnati* and killing 1 in the *Essex*, while the casualties in the latter from steam amounted to 28 in number. The *Carondelet* and *St. Louis* met with no casualties.

The steamers were admirably handled by their commanders and officers, presenting only their bow guns to the enemy to avoid exposure of the vulnerable parts of their vessels. Lieutenant Commanding Phelps, with his division, also executed my orders very effectually, and promptly proceeded up the river in their further execution after the capture of the fort. In fact, all the officers and men gallantly performed their duty, and, considering the little experience they have had under fire, far more than realized my expectations.

Fort Henry was defended with the most determined gallantry by General Tilghman, worthy of a better cause, who, from his own account, went into the action with eleven guns of heavy caliber bearing upon our boats, which he fought until seven of the number were dismounted or otherwise rendered useless.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Report of same date and like tenor to Major-General Halleck.]

[Enclosure.]

U. S. FLAG-STEAMER CINCINNATI, *February 6, 1862.*

SIR: I have the honor to report that the casualties on board this vessel during the bombardment of Fort Henry from the effects of the enemy's fire were: Killed, 1; wounded, 9. Total, 10.

I am, very respectfully, your obedient servant,

R. N. STEMBEL,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces on the Western Waters.

Report of casualties on the U. S. S. Essex.

SIR: As Captain Porter is unable to write, he has directed me to send you a list of killed, wounded, and missing on this vessel.

Name.	Rank.	Casualty.
W. D. Porter-----	Commander-----	Scalded.
J. H. Lewis-----	Paymaster-----	Do.
T. P. Ferry-----	Third master-----	Scalded badly.
S. B. Britton-----	Master's mate-----	Killed, cannon shot.
James McBride-----	Pilot-----	Killed by scalding.
M. H. Ford-----	do-----	Do.
John Mathews-----	Quartermaster-----	Scalded badly.
A. D. Waterman-----	Captain forecabin-----	Missing.
Henry Gemper-----	Fireman-----	Do.
Samuel Bayer-----	do-----	Scalded badly.
John Lantz-----	do-----	Missing.
James Coffey-----	Seaman-----	Killed by scalding.
N. McCarty-----	do-----	Scalded.
H. Hagan-----	do-----	Do.
Dana Wilson-----	do-----	Killed by scalding.
Ben. Harrington-----	do-----	Scalded badly.
William O'Brine-----	do-----	Do.
Thomas Muller-----	do-----	Scalded slight.
W. H. Maxay-----	do-----	Scalded badly.
T. Sullivan-----	do-----	Do.
James Bedard-----	do-----	Missing.
J. P. Breas-----	do-----	Killed by scalding.
John O'Hana-----	do-----	Scalded.
John Costello-----	do-----	Do.
J. J. Philip-----	do-----	Do.
B. Soula-----	do-----	Do.
H. Reynolds-----	do-----	Missing.
James Argus-----	do-----	Scalded.
Thomas Willitt-----	do-----	Scalded badly.

In addition to the above we had 19 soldiers, of which 9 were scalded, 4 of which have since died.

Very respectfully, your obedient servant,

ROBERT K. RILEY,

Executive Officer U. S. Gunboat Essex.

Flag-Officer A. H. FOOTE.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet.

U. S. GUNBOAT CARONDELET,
Fort Henry, Tennessee River, February 8, 1862.

SIR: In compliance with your special order of the 2d instant, and in accordance to your signal number (1218) of the morning of the 6th, I respectfully report the incidents which occurred on board this vessel connected with the victory you so nobly won in the capture of Fort Henry on that day.

The *Carondelet* was kept in line as nearly as possible with the other boats (first order of steaming), with the exception of being interlocked with the *St. Louis* a considerable portion of the time, in consequence of being crowded, and by mistake of our pilot in ringing the bell to back instead of the one to go ahead, according to my repeated orders, the boat lost one length astern of her position for the space of two or three minutes. The mistake being immediately corrected, she resumed her position in line, keeping up a continued, steady, and careful firing upon the enemy's batteries from the instant

you fired your first gun until he struck. None killed or wounded on board.

The *Carondelet* was struck nine or ten times during the engagement by the enemy's shot, as follows: Five times on plating of the bow, four of which were within 8 inches of the ports; one upon the starboard bow, under water; one on the port broadside, cutting the timbers and planking some 6 feet; one taking away a section of the port hammock nettings; one taking away a portion of the port awning stanchion, and another cutting away the gig's falls.

It is with great pleasure and pride that I have to state that, during the action, the officers and crew under my command performed their duties with perfect courage, coolness, and ability, so far as I could observe; and I have reason to believe, from what I have seen and heard on shore, that their aim was correct, their shot striking with terrible effect on Fort Henry.

With my most sincere congratulations, I have the honor, sir [to be],

Most respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, Western Waters.

Report of the pilot of the U. S. S. *Carondelet*.

U. S. GUNBOAT CARONDELET,
Off Fort Henry, February 8, 1862.

SIR: At the request of Captain Walke, I take pleasure in making a statement to you in relation to the running of our boat, the *Carondelet*, during the action of the 6th instant in bombarding Fort Henry.

The bell lines of our boat had been reversed by the carpenter a few hours before we went into action, and when I was ordered to go ahead by Captain Walke, I by mistake rang the wrong bell, which backed the boat about the half length of herself instead of going ahead as I desired. As soon as I discovered the mistake, I corrected it and ran the boat forward as directed.

It was also impossible to guide the boat as I wished on account of the gunboat *St. Louis* flanking against us on our port side, we being too near the flagship on our starboard side to keep away from her.

Respectfully, your obedient servant,

DANIEL WEAVER,
Pilot.

Flag-Officer A. H. FOOTE.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. *Lexington*.

U. S. GUNBOAT LEXINGTON,
Tennessee River, February 6, 1862.

SIR: During the late attack upon Fort Henry there were expended on board this vessel 37 10-second and 15-second shell. The guns were served with much precision, the shells in almost every instance falling and exploding in the fort.

I am happy to be able to report no casualties, the vessel escaping unhurt, although during the action the shot of the enemy at times fell very near us.

I can not speak too highly of the spirit and patriotism displayed by the officers and men of this vessel.

Congratulating you upon the successful termination of the attack upon the fort by the squadron under your command, and upon your having once more planted the flag of our Union upon the soil of Tennessee,

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,

Commanding U. S. Naval Forces on the Western Waters.

Report of Flag-Officer Foote, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Conestoga.

CUMBERLAND RIVER, *February 15, 1862.*

SIR: I herewith enclose the report of Lieutenant Commanding S. L. Phelps, commanding the second division in the attack on Fort Henry on the 6th instant, which should have been forwarded with my dispatches communicating to the Department the capture of that fort.

I have the honor to be, respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Conestoga.

U. S. GUNBOAT CONESTOGA,

Fort Henry, Tenn., February 6, 1862.

SIR: In conformity with your directions, the division of gunboats under my command, consisting of the Tyler, Lieutenant Commanding Gwin; Lexington, Lieutenant Commanding Shirk, and this vessel, in the attack of this morning on this work, took up a position upon the left bank of the river and opened fire with shells immediately after your first gun was fired and continued firing till the rebel flag was hauled down, having succeeded in throwing shells without firing over your flagship or over the other iron-plated boats in close contest with the fort. There were fired from this vessel 75 32-pounder shells, 14 12-pounder rifled shells, and 2 round shot. No injury was done either of the vessels and no casualties occurred, though we were at times exposed to the ricochet of the close fire upon your vessel, as well as to the direct fire of a 32-pounder rifled piece till it burst. The commanders of the Tyler and Lexington handled their vessels with excellent judgment. I enclose their reports. The

officers and crew of this vessel displayed coolness and an admirable spirit in this action.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Waters.

Report of Flag-Officer Foote, U. S. Navy, commending the services of Lieutenant Sanford, and transmitting additional list of casualties on board the U. S. S. Cincinnati.

CAIRO, *February 9, 1862.*

SIR: I deem it to be my duty to the service as well as to Acting Lieutenant Sanford, the ordnance officer of this flotilla, to state to you that the efficient condition of the ordnance department in the gunboats which engaged Fort Henry, considering the want of means and facilities in this part of the country, merits my highest approval and satisfaction.

Lieutenant Sanford has worked incessantly against the greatest difficulties in collecting ordnance and ordnance materials. We went into the action on the 6th instant with a most rapid and fatal fire, while the appointments of the guns, as well as ammunition and everything relating to that most important department, stood the test admirably, and the only effect upon the battery caused by the fire of the enemy was in disabling two of the guns in the chase and one carriage aboard the flag-steamer *Cincinnati*. I trust, in consideration of Lieutenant Sanford's ability and services, that the Department will be pleased to have him restored to his original date in the service.

Commander Pennock, fleet captain, as well as Lieutenant Sanford, ordnance officer, applied to go with me into the fight at Fort Henry, but I could not grant their application, as their services here in my absence were indispensable.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I forward a statement from Commander Stembel of the names of killed and wounded during the action of the 6th instant on board the *Cincinnati*. This should have been forwarded with the list of Commander Porter's casualties yesterday.

A. H. F.

[Enclosure.]

U. S. FLAG-STEAMER CINCINNATI,
Off Fort Henry, Tennessee River, February 6, 1862.

SIR: The casualties on board this vessel during the bombardment of Fort Henry from the effects of the enemy's fire were as follows, viz:

Name.	Rank.	Casualty.
Pringle Caradice.....	Seaman.....	Killed.
William R. Hoel.....	First master.....	Slightly wounded.
O. H. Pratt.....	Second master.....	Seriously wounded.
William Lakeman.....	Seaman.....	Do.
George McCormick.....	do.....	Slightly wounded.
Michael Dalton.....	do.....	Do.
Martin Hussey.....	do.....	Do.
Willard Curtise.....	do.....	Do.
Elisba Avilla.....	do.....	Do.

Total, 1 killed and 8 wounded.

All of which is most respectfully submitted.

I am, sir, very respectfully, your obedient servant,

R. N. STEMBEL,

* Commander, U. S. Gunboat Cincinnati.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding U. S. Naval Forces on the Western Waters.

Congratulatory letter from Brigadier-General McClelland, U. S. Army, to Flag-Officer Foote, U. S. Navy, and announcing change of name of Fort Henry to Fort Foote.

HEADQUARTERS 1ST DIVISION,
Fort Foote (late Henry), Tenn., February 7, 1862.

DEAR SIR: As an acknowledgment of the consummate skill with which you brought your gunboats into action yesterday, and of the address and bravery displayed by yourself and your command, I have taken the liberty of giving the late Fort Henry the new and more appropriate name of Fort Foote.

Please pardon the liberty I have taken without first securing your concurrence, as I am hardly disposed to do, considering the liberty which you took in capturing the fort yesterday without my co-operation.

Very respectfully, yours, etc.,

JOHN A. MCCLERNAND,

Brigadier-General, Commanding First Division.

Commodore A. H. FOOTE,

Flag-Officer, Western Waters.

Report of Flag-Officer Foote, U. S. Navy, forwarding two Confederate flags.

CAIRO, ILL., *February 9, 1862.*

SIR: I have the honor to forward to the Navy Department two rebel flags, taken at the capture of Fort Henry, on the Tennessee River, February 6, 1862, by the forces under my command.

The larger flag was displayed during the action at the flagstaff in the center of the fort until hauled down as the signal of surrender to the squadron.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Information given by a Confederate gunner who was in Fort Henry during attack.

FORT HENRY, *February 8, 1862.*

SIR: The following is the information I received from a gunner of the above fort on the 8th day of February, 1862:

The center boat, or the boat with the red stripes around the top of her smokestacks, was the boat which caused the greatest execution. It was one of her guns which threw a ball against the muzzle of one of our guns, disabling it for the remainder of the contest. The *Carondelet* (as I subsequently found her name to be) at each shot committed more damage than any other boat. She was the object of our hatred, and many a gun from the fort was leveled at her alone. To her I give more credit than any other boat in capturing one of our strongest places.

I was also informed at Fort Donelson by Captain Morgan, a prisoner, that the day previous to the general fight the *Carondelet* did more damage than the four boats combined the day succeeding.

Respectfully, your obedient servants,

CHAS. H. CAVEN,
First Assistant Engineer.

GEO. J. W. NEXSEN,
Paymaster, U. S. Navy.

H. WATKES,

Commanding U. S. Gunboat Carondelet.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding the towing of that vessel to Cairo.

FLAG-STEAMER CINCINNATI,
Off Fort Henry, February 6, 1862.

SIR: General Grant has referred a letter to me, addressed by Captain Graham to him, asking that the *Alps* may tow your vessel, the *Essex*, immediately to Cairo, at your request. This request should have been made to me as the flag-officer.

I give you permission to go to Cairo in tow of the *Alps*, if you deem it necessary, but as I am going down to-night I wish you to remain till this vessel reaches you, as we are so badly cut up I do not like to go down alone.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander WM. D. PORTER,
Commanding U. S. Gunboat Essex.

General Order of Flag-Officer Foote, U. S. Navy, commending officers and men of the flotilla.

General Order.]

The officers and crews of that portion of the gunboat flotilla which were engaged in the capture of Fort Henry already have had their brilliant services and gallant conduct formally noticed by the commanding general of the Western Army and by the Secretary of the Navy, conveying the assurance that the President of the United States, the Congress; and the entire country appreciate their gallant deeds, and proffer to them the profound thanks of the Navy Department for the services rendered.

In conveying these pleasing proofs that our services are acknowledged by the highest authorities of the Government, you will permit me to add that, in noticing the good order, coolness, courage, and efficiency of officers and men in the memorable action between the gunboats and fort, I shall ever cherish, with the liveliest interest, all the officers and men who participated in the battle, and in the future shall, with increased hope and the greatest confidence, depend upon all officers and men attached to the flotilla in the performance of every duty, whether in the fight or the laborious work of its preparation.

[A. H. FOOTE],
Flag-Officer.

Letter of commendation from the Assistant Secretary of the Navy to Flag-Officer Foote, U. S. Navy.

NAVY DEPARTMENT, *February 8, 1862.*

DEAR FLAG-OFFICER: You are being rewarded for the trials and sublime patience of the labors you have given to your work, now crowned with victory. Of yourself we all knew that the hour of trial for you was but the hour of success. Another fort knocked over by the Navy is my reward. The victory is very important, as this stage of the river I presume gives you access even to Nashville if you take the Cumberland. You will also strengthen this branch of the service with the great West, where the empire soon will be. Your telegram came at noon and we sent it immediately to Congress, where it gave intense satisfaction. Believing that you will carry our arms to a success wherever your flag can penetrate,

I am, sincerely, yours,

G. V. Fox.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Western Flotilla.

Letter of congratulation from Major-General Halleck, U. S. Army, to Flag-Officer Foote; U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, February 9, 1862.

I have this moment received the official report of your capture of Fort Henry, and hasten to congratulate you and your command for your brilliant success.

H. W. HALLECK,
Major-General, Commanding Department.

Flag-Officer A. H. FOOTE,
Cairo.

Letter of congratulation and commendation from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy.

NAVY DEPARTMENT, *February 13, 1862.*

SIR: Your letter of the 7th instant, communicating the details of your great success in the capture of Fort Henry, is just received. I had previously informed you of the reception of your telegraphic dispatch announcing the event, which gave the highest satisfaction to the country.

We have to-day the report of Lieutenant Commanding S. L. Phelps, with the gratifying results of his successful pursuit and capture and destruction of the rebel steamers, and the dispersion of the hostile camps as far up the Tennessee River as Florence.

I most cordially and sincerely congratulate you and the officers and men under your command on these heroic achievements, accomplished under extraordinary circumstances and after surmounting great and almost insuperable difficulties. The labor you have performed and the services you have rendered in creating the armed flotilla of gunboats on the Western waters, and in bringing together for effective operation the force which has already earned such renown, can never be overestimated. The Department has observed with no ordinary solicitude the armament that has so suddenly been called into existence, and which, under your well-directed management, has been so gloriously effective.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer A. H. FOOTE,
Commanding Gunboat Flotilla, Cairo, Ill.

[Telegram.]

NAVY DEPARTMENT, *February 9, 1862.*

Your dispatch announcing the capture of Fort Henry by the squadron under your command has given the highest gratification to the President, to Congress, and to the country. It was received and read in both houses of Congress in open session. The country appreciates your gallant deeds, and this Department desires to con-

vey to you and your brave associates its profound thanks for the service you have rendered.

GIDEON WELLES.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding U. S. Naval Forces, Cairo, Ill.

Additional report of Flag-Officer Foote, U. S. Navy, correcting previous statements.

CAIRO, *February 10, 1862.*

SIR: I have the honor to inform the Department that I received a letter this morning from General Lloyd Tilghman, who was captured at Fort Henry, in which he calls my attention to a statement in my telegram announcing Fort Henry to have contained seventeen mortars, and respectfully asks me to have this statement corrected. You will perceive that I did not speak at all of mortars. I made no allusion to them at all, and the mistake, no doubt, arose at the printer's office.

I overestimated the number of barracks, tents, etc., no doubt, when I stated them in my report to be sufficient for the accommodation of 15,000 men. I am told that they could only have accommodated about 6,000 men. I also stated twenty guns to have been in the fort, supposing that three were there not mounted, and three or five guns instead of seven were rendered *hors de combat*.

I was at Fort Henry but about three hours and not in the fort at all, hence it is not at all surprising that a few errors should have crept into my report.

I make this statement cheerfully, as I always want to have matters represented in accordance with facts; but, in this instance, General Tilghman fought so gallantly, and his bearing being that of a high-toned gentleman, my respect for him induces me to make this full statement. I see nothing in him but admirable points of character, except his perverted notions about his duties to the Union.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Flag-Officer Foote, U. S. Navy, to General Tilghman, C. S. Army, transmitting copy of report correcting statements made in previous report to the Department.

CAIRO, *February 10, 1862.*

SIR: Your note of the 9th instant, referring to my official telegram to the Navy Department, and requesting me to correct an error where mortars are referred to, has been received.

I have, as you will see by the enclosed letter to the Secretary of the Navy, stated to him that I did not speak of mortars at all in my telegram, which was probably by mistake introduced by the printer.

The haste in which my dispatch was prepared, or rather the short time I remained after the fort surrendered, I find has led me into

several little errors referred to in my letter to the Secretary. Still, to show that I intended to represent matters fairly, I did not, either in my telegrams or report, speak of our four armored boats only having, I believe with a single exception, fired or used but the 11-inch bore guns—two in the *Essex* and three in the other three boats. I appreciate your high qualities of courage and other characteristics (always excepting your disunion views and conduct) too highly not to wish to do you every justice.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

General LLOYD TILGHMAN,
Paducah, Ky.

Personal letter of congratulation from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
Navy Department, Washington City, February 10, 1862.

MY DEAR FOOTE: We all went wild over your success, not unmixed with envy, when the news came of the reduction of Fort Henry. Uncle Abe was joyful, and said everything of the navy boys and spoke of you—in his plain, sensible appreciation of merit and skill. You will be, or rather you shall be, made a flag-officer for life, with all the honors that you have now to deck the title, and so far as I can say a word, I go for promoting every officer above everybody's head who stood by you in that fight.

I take the daily telegrams from Cairo to the President the moment they arrive, and take and transmit his instructions to carry out your wants in the mortar business immediately.

I send you to-day the plans adopted in Porter's mortar squadron, which, thus far, though no practical tests have been made, answer admirably, and I think they will under prolonged fire.

In confidence I can tell you that the mode which will be adopted for reducing the Mississippi forts below New Orleans will be effected by the Navy with the powerful batteries of the ships loaded with canister and shrapnel, at anchor within 200 or 300 yards, hammer and tongs, until ships or forts are silenced. Then, if you don't get down first, the blue jackets will paddle up and down the great valley, and make a name to ring in all time to come.

Goldsborough is even now hard at it at Roanoke Island. He has been the salvation of Burnside, and has been detained a fortnight in getting his almost demoralized and disorganized army in condition after his disaster off Hatteras. From the very start I told Burnside that his idea of getting up a floating camp to bombard forts and to land soldiers would not succeed; that he could not make sailors out of soldiers, though sailors do very good soldiers' work when they are put to it. The event has shown I was correct in opinion, and now and in future, as you have done, so has Goldsborough, to lead the van, knock down the forts, and then turn them over to the army.

I have been right, too, in my convictions of your success, and notwithstanding all the difficulties which surround you, I have ever said you would triumph, and so you have.

I write in the greatest haste, but always faithfully, yours,

H. A. WISE,
U. S. Navy.

Flag-Officer A. H. FOOTE,
Cairo.

Report of Flag-Officer Foote, U. S. Navy, transmitting lists of officers attached to participating vessels.

CAIRO, February 11, 1862.

SIR: As the officers behaved so well in the late action resulting in the capture of Fort Henry, I am disposed to gratify them by sending the accompanying list of officers attached to the different boats engaged in that action.

I leave again to-night with the *Louisville*, *Pittsburg*, and *St. Louis* for the Cumberland River, to cooperate with the army in the attack on Fort Donelson. I go reluctantly, as we are very short of men, and transferring men from vessel to vessel, as we have to do, is having a very demoralizing effect upon them; 28 ran off to-day, hearing that they were again to be sent out of their vessels. I do hope that the 600 men will be sent immediately. I shall do all in my power to render the gunboats effective in the fight, although they are not properly manned, but I must go, as General Halleck wishes it. If we could wait ten days, and I had men, I would go with eight mortar boats and six armored boats and conquer.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

List of officers of gunboat Conestoga.—Lieutenant, commanding, S. L. Phelps, U. S. Navy; first master, John A. Duble; second master, Charles P. Noble; third master, Benjamin Sebastian; fourth master, Richard H. Cutter; pilots, Aaron M. Jordan, William M. Attenborough; assistant surgeon, William H. Wilson; acting paymaster, Alfred Phelps; chief engineer, Thomas Cook; first assistant engineer, Alexander Magee; second assistant engineer, Charles Marshall; third assistant engineer, Michael Norton; master's mate, James Kearney; acting gunner, Henry Hamilton, U. S. Navy; carpenter, Andrew Woodlock; armorer, James O'Neil.

List of officers of gunboat Cincinnati.—Commander, R. N. Stembel, U. S. Navy; first master, William R. Hoel; second master, Oscar H. Pratt; third master, Charles G. Perkins; fourth master, John Pearce; pilots, R. H. Attenborough, Isaac D. Gaugh; surgeon, John Ludlow; paymaster, Baron Proctor; chief engineer, William D. McFarland; first assistant engineer, Samuel H. Lovejoy; second assistant engineer, James Armstrong; third assistant engineer, William J.

Shannon; master's mates, James McB. Stempel, Philip Shell; acting gunner, John R. Hall, U. S. Navy; carpenter, Thomas B. Gregory; armorer, Jacob Vittinger.

List of officers of gunboat Essex.—Commander, William D. Porter, U. S. Navy; first master, Robert K. Riley; second master, James Laning; third master, Theo. P. Ferry; fourth master, George W. Walker; pilots, James McBride, Marshall H. Ford; surgeon, Thomas Rice; paymaster, Joseph H. Lewis; chief engineer, Charles M. Blasdell; first assistant engineer, R. J. Stearns; second assistant engineer, George D. Simons; third assistant engineer, Jeremiah Wetzel; master's mate, S. B. Britton; gunner, Matthias B. Snyder; carpenter, Thomas Steel; armorer, Fletcher.

List of officers of gunboat Lexington.—Lieutenant, commanding, James W. Shirk, U. S. Navy; first master, Jacob S. Hurd; second master, Martin Dunn; third master, James Fitzpatrick; fourth master, Sylvester Pool; pilots, Joseph McCammant, William Ford; assistant surgeon, George W. Garver; acting paymaster, Augustus F. Taylor; master's mate, ———; gunner, Samuel Vroon; carpenter, Richard Carroll; armorer, Reuben Storey.

List of officers of gunboat Tyler.—Lieutenant, commanding, William Gwin, U. S. Navy; first master, Edward Shaw; second master, Jason Goudy; third master, James Martin; fourth master, Patrick * McCarty; pilots, John Sebastian, David A. Hiner; assistant surgeon, Thomas H. Kearney; acting paymaster, William B. Coleman; chief engineer, Samuel B. Goble; first assistant engineer, D. Edward Weaver; second assistant engineer, Edward W. Goble; third assistant engineer, Oscar S. Davis; master's mate, Ferdinand T. Coleman; acting gunner, Herman Peters, U. S. Navy; carpenter, Thomas O. Russell; armorer, Elihu Stephens.

List of officers of gunboat St. Louis.—Lieutenant, commanding, Leonard Paulding, U. S. Navy; first master, John V. Johnston; second master, James Y. Clemson; third master, Charles S. Kendrick; fourth master, Alexander Fraser; assistant surgeon, John B. McDill; acting paymaster, Llewellyn Curry; pilots, Frank A. Riley, Robert G. Baldwin; chief engineer, William Carswell; first assistant engineer, T. F. Ackerman; second assistant engineer, James L. Smith; third assistant engineer, John D. Wilcoxsen; master's mates, Sydney H. McAdam, James P. Paulding; acting gunner, John A. McDonald, U. S. Navy; carpenter, Robert H. Medill; armorer, Sypher.

List of officers of gunboat Carondelet.—Commander, Henry Walke, U. S. Navy; first master, Richard M. Wade; second master, John Doherty; third master, Charles C. Gray; fourth master, Henry A. Walke; pilots, William Hinton, Daniel Weaver; assistant surgeon, James S. McNeeley, acting paymaster, George J. W. Nexsen (or Nixon); chief engineer, William D. Faulkner; first assistant engineer, Charles H. Caven; second assistant engineer, Samuel S. Brooks; third assistant engineer, Augustus F. Crowel; master's mates, Theodore S. Gillmore, Edward E. Brennand; gunner, Richard Adams; carpenter, Oliver Donaldson; armorer, H. H. Rhodes.

[Telegram.]

FORT DONELSON, *February 4, 1862—4:05 p. m.*
(Received 5th.)

Gunboats and transports in Tennessee River. Enemy landing in force 5 miles below Fort Henry.

TILGHMAN.

General FLOYD.

[Telegram.]

BOWLING GREEN, *February 6, 1862.*

Fort Henry has fallen, says Colonel Head, commanding Fort Donelson. Bridge over Tennessee destroyed, says telegraph operator. You had better keep yourself informed of the state of affairs in Clarksville through General Pillow as you move.

For General Johnston:

W. W. MACKALL.
Assistant Adjutant-General.

General FLOYD.

[Telegram.]

NASHVILLE, *February 7, 1862.*

Fort Henry fell yesterday. Memphis and Clarksville Railroad bridge over Tennessee destroyed. Lost all the artillery and stores at Henry. General Tilghman, Major Gilmer, and about 80 men taken prisoners; balance of force fell back to Fort Donelson, on Cumberland River.

A large increase of force to defend this [State] from Cumberland Gap to Columbus is an absolute and imperative necessity. If not successfully defended, the injury is irreparable.

ISHAM G. HARRIS.

HON. J. P. BENJAMIN.

Telegraphic report of Brigadier-General Tilghman, C. S. Army, commanding at Fort Henry, Tenn.

FORT HENRY, TENN., *February 7, 1862.*

Through the courtesy of Brigadier-General U. S. Grant, commanding Federal forces, I am permitted to communicate with you in relation to the result of the action between the fort under my command at this place and the Federal gunboats on yesterday. At 11:40 o'clock on yesterday morning the enemy engaged the fort with seven gunboats, mounting fifty-four guns. I promptly returned their fire with eleven guns, bearing on the river. The action was maintained with great bravery by the force under my command until 1:50 p. m., at which time I had but four guns fit for service. At 1:55 p. m., finding it impossible to maintain the fort, and wishing to spare the

lives of the gallant men under my command, on consultation with my officers, I surrendered the fort. Our casualties are small. The effect of our shot was severely felt by the enemy, whose superior and overwhelming force alone gave them the advantage.

The surrender of Fort Henry involved that of Captain Taylor and Lieutenants Watts and Weller and one other officer of artillery; Captains [J. A.] Hayden and Miller, of the Engineers; Captains H. L. Jones and McLaughlin, Quartermaster's Department, and Acting Assistant Adjutant-General McConnico and myself, with some 50 privates and 20 sick, together with all the munitions of war in and about the fort. I communicate this result with deep regret, but I feel that I performed my whole duty in the defense of my post.

I take occasion to bear testimony to the gallantry of the officers and men under my command. They sustained their position with consummate bravery as long as there was any hope of success. I also take great pleasure in acknowledging the courtesy and consideration shown by Brigadier-General U. S. Grant and Commodore Foote and the officers under their command.

I have the honor to remain, very respectfully, your obedient servant,

LLOYD TILGHMAN,
Brigadier-General, C. S. Army.

Detailed report of Brigadier-General Tilghman, C. S. Army.

RICHMOND, VA., *August 9, 1862.*

GENERAL: Enclosed you will please find a copy of my official report of the bombardment of Fort Henry on February 6, 1862, by the Federal fleet, together with accompanying papers.

The original of this report was forwarded from Alton, Ill., but, not having reached your office, I have prepared a copy of the same at the earliest moment practicable since my return from Fort Warren, Mass.

I remain, respectfully, your obedient servant,

LLOYD TILGHMAN,
Brigadier-General, C. S. Army, Commanding.

S. COOPER,

Adjutant and Inspector General, C. S. Army.

[Enclosure.]

FEBRUARY 12, 1862.

SIR: My communication of the 7th instant, sent from Fort Henry, having announced the fact of the surrender of that fort to Commodore Foote, of the Federal Navy, on the 6th instant, I have now the honor to submit the following report of the details of the action, together with the accompanying papers (marked A and B), containing a list of officers and men surrendered, together with casualties, etc.:

On Monday, February 3, in company with Major Gilmer, of the Engineers, I completed the inspection of the main work, as well as outworks at Fort Heiman, south of the Tennessee River, as far as I had been able to perfect them, and also the main work, intrenched camp, and exterior line of rifle pits at Fort Henry. At 10 a. m. on

that morning (the pickets on both sides of the Tennessee River extended well in our front, having reported no appearance of the enemy) I left, in company with Major Gilmer, for Fort Donelson, for the purpose of inspecting with him the defenses of that place.

Tuesday, the 4th instant, was spent in making a thorough examination of all the defenses at Fort Donelson. At noon heard heavy firing at Fort Henry for half an hour. At 4 p. m. a courier reached me from Colonel Heiman, at Fort Henry, informing me that the enemy were landing in strong force at Bailey's Ferry, 3 miles below and on the east bank of the river.

Delaying no longer than was necessary to give all proper orders for the arrangement of matters at Fort Donelson, I left with an escort of Tennessee cavalry, under command of Lieutenant-Colonel Gantt, for Fort Henry, accompanied by Major Gilmer, reaching that place at 11:30 p. m. I soon became satisfied that the enemy were really in strong force at Bailey's Ferry, with every indication of reinforcements arriving constantly.

Colonel Heiman, of the Tenth Tennessee, commanding, with most commendable alacrity and good judgment, had thrown forward to the outworks covering the Dover road two pieces of light artillery, supported by a detachment from the Fourth Mississippi Regiment, under command of Captain W. C. Red. Scouting parties of cavalry, operating on both sides of the river, had been pushed forward to within a very short distance of the enemy's lines. Without a moment's delay, after reaching the fort, I proceeded to arrange the available force to meet whatever contingency might arise. The First brigade, under Colonel Heiman, was composed of the Tenth Tennessee, Lieutenant Colonel MacGavock, commanding; the Twenty-seventh Alabama, under Colonel Hughes; the Forty-eighth Tennessee, under Colonel Voorhies; light battery of four pieces, commanded by Captain Culbertson; and the Tennessee Battalion of Cavalry, under Lieutenant-Colonel Gantt. Total officers and men, 1,444.

The Second Brigade, Colonel Joseph Drake, Fourth Mississippi Regiment, commanding, was composed of the Fourth Mississippi, under Major Adaire; the Fifteenth Arkansas, Colonel Gee; the Fifty-first Tennessee, Colonel Browder; Alabama Battalion, Major Garvin; light battery of three pieces, under Captain Crain; the Alabama Battalion of Cavalry; Captain Milner's company of cavalry, with Captain Padgett's spy company, and a detachment of rangers, under Acting Captain Melton. Total officers and men, 1,215.

The heavy artillery under command of Captain Taylor, numbering 75 men, were placed at the guns in Fort Henry. As indicated sometime since to the general commanding the Department, I found it impossible to hold the commanding ground south of the Tennessee River with the small force of badly armed men at my command, and, notwithstanding the fact that all my defenses were commanded by the high ground on which I had commenced the construction of Fort Heiman, I deemed it proper to trust to the fact that the extremely bad roads leading to that point would prevent the movement of heavy guns by the enemy, by which I might be annoyed, and, leaving the Alabama Battalion of Cavalry and Captain Padgett's spy company on the western bank of the river, transferred the force encamped on that side to the opposite bank.

At the time of receiving the first intimation of the approach of the enemy, the Forty-eighth and Fifty-first Tennessee regiments having only just reported, were encamped at Danville and at the mouth of Sandy, and had to be moved from 5 to 20 miles in order to reach Fort Henry.

This movement, together with the transfer of the Twenty-seventh Alabama and Fifteenth Arkansas regiments from Fort Heiman across the river, was all perfected by 5 a. m. on the morning of the 5th. Early on the morning of the 5th the enemy were plainly to be seen at Bailey's Ferry, 3 miles below. The large number of heavy transports reported by our scouts gave evidence of the fact that the enemy was there in force even at that time, and the arrival every hour of additional boats showed conclusively that I should be engaged with a heavy force by land, while the presence of seven gunboats, mounting fifty-four guns, indicated plainly that a joint attack was contemplated by land and water. On leaving Fort Donelson I ordered Colonel Head to hold his own and Colonel Sugg's regiments, Tennessee volunteers, with two pieces of artillery, ready to move at a moment's warning with three day's cooked rations, and without camp equipage or wagon train of any kind, except enough to carry the surplus ammunition.

On the morning of the 5th I ordered him, in case nothing more had been heard from the country below on the Cumberland at the time of the arrival of my messenger indicating the intention on the part of the enemy to invest Fort Donelson, to move out with two regiments and the two pieces of artillery and take position at the Furnace, halfway on the Dover road to Fort Henry; the force embraced in this order was about 750 men, to act as circumstances might dictate.

Thus matters stood at 9 o'clock on the morning of the 5th. The wretched military position of Fort Henry and the small force at my disposal did not permit me to avail myself of the advantages to be derived from the system of outwork, built with the hope of being reinforced in time, and compelled me to determine to concentrate my efforts by land, within the rifle pits surrounding the camp of the Tenth Tennessee and Fourth Mississippi regiments, in case I deemed it possible to do more than operate solely against the attack by the river.

Accordingly my entire command was paraded and placed in the rifle pits around the above camps, and minute instructions given not only to brigades, but to regiments and companies, as to the exact ground each was to occupy.

Seconded by the able assistance of Major Gilmer, of the Engineers, of whose valuable services I thus early take pleasure in speaking, and by Colonels Heiman and Drake, everything was arranged to make a formidable resistance against anything like fair odds.

It was known to me on the day before that the enemy had reconnoitered the roads leading to Fort Donelson from Bailey's Ferry, by way of Iron Mountain Furnace, and at 10 a. m. on the 5th I sent forward from Fort Henry a strong reconnoitering party of cavalry. They had not advanced more than one and a half miles in the direction of the enemy when they encountered their reconnoitering party. Our cavalry charged them in gallant style, upon which the enemy's cavalry fell back, with a loss of only one man on each side. Very

soon the main body of the Federal advance guard, composed of a regiment of infantry and a large force of cavalry, was met, upon which our cavalry retreated.

On receipt of this news I moved out in person with five companies of the Tenth Tennessee, five companies of the Fourth Mississippi, and fifty cavalry, ordering at the same time two additional companies of infantry to support Captain Red at the outworks. Upon advancing well to the front I found that the enemy had retired. I returned to camp at 5 p. m., leaving Captain Red reinforced at the outworks. The enemy were again reinforced by the arrival of a number of large transports. At night the pickets from the west bank reported the landing of troops on that side (opposite Bailey's Ferry), their advance picket having been met one and a half miles from the river. I at once ordered Captain Hubbard, of the Alabama cavalry, to take 50 men, and, if possible, surprise them. The inclemency of the weather, the rain having commenced to fall in torrents, prevented anything being accomplished.

Early on the morning of the 6th Captain Padgett reported the arrival of five additional transports overnight and the landing of a large force on the west bank of the river at the point indicated above. From that time up to 9 o'clock it appeared as though the force on the east bank was again reinforced, which was subsequently proven to be true.

The movements of the fleet of gunboats at an early hour prevented any communication, except by a light barge, with the western bank, and by 10 a. m. it was plain that the boats intended to engage the fort with their entire force, aided by an attack on our right and left flanks from the two land forces in overwhelming numbers.

To understand properly the difficulties of my position, it is right that I should explain fully the unfortunate location of Fort Henry, in reference to resistance by a small force against an attack by land cooperating with the gunboats, as well as its disadvantages in even an engagement with boats alone. The entire fort, together with the intrenched camp spoken of, is enfiladed from three or four points on the opposite shore, while three points on the eastern bank completely command them both, all at easy cannon range. At the same time the intrenched camp, arranged as it was in the best possible manner to meet the case, was two-thirds of it completely under the control of the fire of the gunboats. The history of military engineering records no parallel to this case. Points within a few miles of it possessing great advantages and few disadvantages were totally neglected, and a location fixed upon without one redeeming feature or filling one of the many requirements of a site for a work such as Fort Henry. The work itself was well built; it was completed long before I took command, but strengthened greatly by myself in building embrasures and epaulements of sand bags. An enemy had but to use their most common sense in obtaining the advantage of high water, as was the case, to have complete and entire control of the position.

I am guilty of no act of injustice in this frank avowal of the opinions entertained by myself, as well as by all other officers who have become familiar with the location of Fort Henry, nor do I desire the defects of location to have an undue influence in directing public opinion in relation to the battle of the 6th instant. The fort was built when I took charge, and I had no time to build anew. With

this seeming digression, rendered necessary, as I believe, to a correct understanding of the whole affair, I will proceed with the details of the subsequent movements of the troops under my command.

By 10 a. m on the 6th the movements of the gunboats and land force indicated an immediate engagement, and in such force as gave me no room to change my previously conceived opinions as to what, under such circumstances, should be my course. The case stood thus: I had at my command a grand total of 2,610 men, only one-third of whom had been at all disciplined or well armed. The high water in the river filling the sloughs gave me but one route by which to retire, if necessary, and that route for some distance in a direction at right angles to the line of approach of the enemy, and over roads well-nigh impassable for artillery, cavalry, or infantry. The enemy had seven gunboats, with an armament of fifty-four guns, to engage the eleven guns at Fort Henry. General Grant was moving up the east bank of the river from his landing, 3 miles below, with a force of 12,000 men, verified afterwards by his own statement, while General Smith, with 6,000 men, was moving up the west bank to take a position within four or five hundred yards, which would enable him to enfilade my entire works. The hopes (founded on a knowledge of the fact that the enemy had reconnoitered on the two previous days thoroughly the several roads leading to Fort Donelson) that a portion only of the land force would cooperate with the gunboats in an attack on the fort were dispelled, and but little time left me to meet this change in the circumstances which surrounded me. I argued thus: Fort Donelson might possibly be held, if properly reinforced; even though Fort Henry should fall; but the reverse of this proposition was not true. The force at Fort Henry was necessary to aid Fort Donelson either in making a successful defense or in holding it long enough to answer the purpose of a new disposition of the entire army from Bowling Green to Columbus, which would necessarily follow the breaking of our center, resting on Forts Donelson and Henry. The latter alternative was all that I deemed possible. I knew that reinforcements were difficult to be had, and that unless sent in such force as to make the defense certain, which I did not believe practicable, the fate of our right wing at Bowling Green depended upon a concentration of my entire division on Fort Donelson, and the holding of that place as long as possible, trusting that the delay by an action at Fort Henry would give time for such reinforcements as might reasonably be expected to reach a point sufficiently near Fort Donelson to cooperate with my division, by getting to the rear and right flank of the enemy, and in such a position as to control the roads over which a safe retreat might be effected. I hesitated not a moment. My infantry, artillery, and cavalry, removed of necessity to avoid the fire of the gunboats to the outworks, could not meet the enemy there; my only chance was to delay the enemy every moment possible and retire the command, now outside the main work, toward Fort Donelson, resolving to suffer as little loss as possible. I retained only the heavy artillery company to fight the guns, and gave the order to commence the movement at once.

At 10:16 o'clock Lieutenant-Colonel MacGavock sent a messenger to me, stating that our pickets reported General Grant approaching rapidly and within half a mile of the advance work, and movements

on the west bank indicated that General Smith was fast approaching also. The enemy, ignorant of any movement of my main body, but knowing that they could not engage them behind our intrenched camp until after the fort was reduced or the gunboats retired without being themselves exposed to the fire of the latter, took a position north of the forks of the river road in a dense wood (my order being to retreat by way of the Stewart road) to await the result.

At 11 a. m. the flotilla assumed their line of battle. I had no hope of being able, successfully, to defend the fort against such overwhelming odds, both in point of numbers and in caliber of guns. My object was to save the main body by delaying matters as long as possible, and to this end I bent every effort.

At precisely 11:45 a. m. the enemy opened from their gunboats on the fort. I waited a few minutes until the effects of the first shots of the enemy were fully appreciated. I then gave the order to return the fire, which was gallantly responded to by the brave little band under my command. The enemy, with great deliberation, steadily closed upon the fort, firing very wild until within 1,200 yards. The cool deliberation of our men told from the first shot fired with tremendous effect.

At 12:35 p. m. the bursting of our 24-pounder rifled gun disabled every man at the piece. This great loss was to us in a degree made up by our disabling entirely the *Essex* gunboat, which immediately floated downstream. Immediately after the loss of this valuable gun we sustained another loss still greater in the closing up of the vent of the 10-inch columbiad, rendering that gun perfectly useless and defying all efforts to reopen it. The fire on both sides was now perfectly terrific. The enemy's entire force was engaged, doing us but little harm, while our shot fell with unerring certainty upon them and with stunning effect. At this time a question presented itself to me with no inconsiderable degree of embarrassment. The moment had arrived when I should join the main body of troops retreating toward Fort Donelson, the safety of which depended upon a protracted defense of the fort. It was equally plain that the gallant men working the batteries—for the first time under fire—with all their heroism needed my presence. Colonel Heiman, the next in command, had returned to the fort for instructions. The men working the heavy guns were becoming exhausted with the rapid firing. Another gun became useless by an accident, and yet another by the explosion of a shell immediately after striking the muzzle, involving the death of two men and disabling several others. The effect of my absence at such a critical moment would have been disastrous. At the earnest solicitation of many of my officers and men I determined to remain, and ordered Colonel Heiman to join his command and keep up the retreat in good order, while I should fight the guns as long as one man was left and sacrifice myself to save the main body of my troops.

No sooner was this decision made known than new energy was infused. The enemy closed upon the fort to within 600 yards, improving very much in their fire, which now began to tell with great effect upon the parapets, while the fire from our guns (now reduced to seven) was returned with such deliberation and judgment that we scarcely missed a shot. A second one of the gunboats retired, but, I believe, was brought into action again.

At 1:10 p. m., so completely broken down were the men, that, but for the fact that four only of our guns were then really serviceable, I could not well have worked a greater number. The fire was still continued with great energy and tremendous effect upon the enemy's boats.

At 1:30 p. m. I took charge of one of the 32-pounders, to relieve the chief of that piece, who had worked with great effect from the beginning of the action. I gave the flagship *Cincinnati* two shots, which had the effect to check a movement intended to enfilade the only guns now left me. It was now plain to be seen that the enemy were breaking the fort directly in front of our guns, and that I could not much longer sustain their fire without an unjustifiable exposure of the valuable lives of the men who had so nobly seconded me in this unequal struggle.

Several of my officers, Major Gilmer among the number, now suggested to me the propriety of taking the subject of a surrender into consideration. Every moment I knew was of vast importance to those retreating on Fort Donelson, and I declined, hoping to find men enough at hand to continue a while longer the fire now so destructive to the enemy. In this I was disappointed. My next effort was to try the experiment of a flag of truce, which I waved from the parapets myself. This was precisely at 1:50 p. m. The flag was not noticed, I presume, from the dense smoke that enveloped it; and, leaping again into the fort, continued the fire for five minutes, when, with the advice of my brother officers, I ordered the flag to be lowered, and, after an engagement of two hours and ten minutes with such an unequal force, the surrender was made to Flag-Officer Foote, represented by Captain Stembel, commanding gunboat *Cincinnati*, and was qualified by the single condition that all officers should retain their side arms; that both officers and men should be treated with the highest consideration due prisoners of war, which was promptly and gracefully acceded to by Commodore Foote.

The retreat of the main body was effected in good order, though involving the loss of about 20 prisoners, who, from sickness and other causes, were unable to encounter the heavy roads. The rear of the army was overtaken at a distance of some 3 miles from Fort Henry by a body of the enemy's cavalry; but, on being engaged by a small body of our men under Major Garvin, were repulsed and retired.

This fact alone shows the necessity of the policy pursued by me in protracting the defense of the fort as long as possible, which only could have been done by my consenting to stand by the brave little band. No loss was sustained by our troops in this affair with the enemy.

I have understood from the prisoners that several pieces of artillery also were lost, it being entirely impossible to move them over 4 or 5 miles with the indifferent teams attached to them.

The entire absence of transportation rendered any attempt to move the camp equipage of the regiments impossible. This may be regarded as fortunate, as the roads were utterly impassable, not only from the rains, but the back water of Tennessee River.

A small amount of quartermaster's and commissary stores, together with what was left of the ordnance stores, were lost to us also.

The tents of the Alabama regiment were left on the west bank of the river, the gunboats preventing an opportunity to cross them over.

Our casualties may be reported strictly as follow: Killed by the enemy, 2; wounded severely by the enemy (one since dead), 3; wounded slightly by the enemy, 2; killed by premature explosion, 2; wounded seriously by premature explosion, 1; slightly wounded, 1; temporarily disabled by explosion of rifled gun, 5. Making total killed, 5; seriously wounded, 3; slightly wounded, 3; disabled, 5; missing, 5. Total casualties, 21.

Total casualties of the enemy were stated in my presence on the following morning to be 73, including one officer of the *Essex* killed, and Captain Porter, commanding the *Essex*, badly scalded.

The enemy report the number of shots that struck their vessels to have been 74; 28 of which struck the flagship *Cincinnati*, so disabling her as to compel her to return to Cairo. The *Essex* received 22 shots, one of which passed, we know, entirely through the ship, opening one of her boilers and taking off the head of Captain Porter's aid-de-camp. Several shots passed entirely through the *Cincinnati*, while her outer works were entirely riddled. The weak points in all their vessels were known to us, and the cool precision of our firing developed them, showing conclusively that this class of boats, though formidable, can not stand the test of even the 32-pounders, much less the 24-caliber rifled shot, or that of the 10-inch columbiad. It should be remembered that these results were principally from no heavier metal than the ordinary 32-pounder, using solid shot, fired at point-blank, giving the vessels all the advantages of their peculiar structures, with planes meeting this fire at angles of 45 degrees. The immense area, forming what may be called the roof, is in every respect vulnerable to either a plunging fire from even 32-pounders or a curved line of fire from heavy guns. In the latter case shell should be used in preference to shot.

Confident of having performed my whole duty to my Government in the defense of Fort Henry, with the totally inadequate means at my disposal, I have but little to add in support of the views before expressed. The reasons for the line of policy pursued by me are to my mind convincing.

Against such overwhelming odds as 16,000 well-armed men (exclusive of the force on the gunboats) to 2,610 badly armed, in the field, and 54 heavy guns against 11 medium ones in the fort, no tactics or bravery could avail.

The rapid movements of the enemy, with every facility at their command, rendered the defense from the beginning a hopeless one.

I succeeded in doing even more than was hoped for at first. I not only saved my entire command outside of the fort, but damaged materially the flotilla of the enemy, demonstrating thoroughly a problem of infinite value to us in the future.

Had I been reinforced, so as to have justified my meeting the enemy at the advanced works, I might have made good the land defense on the east bank. I make no enquiry as to why I was not, for I have entire confidence in the judgment of my commanding general.

The elements even were against us, and had the enemy delayed his attack a few days, with the river rising, one-third of the entire fortifications (already affected by it) would have been washed away, while the remaining portion of the works would have been untenable by reason of the depth of water over the whole interior portion.

The number of officers surrendered (see paper marked A*) was 12. The number of noncommissioned officers and privates in the fort at the time of the surrender (see paper marked B) was 66, while the number in the hospital boat *Patton* was (see paper marked C) 16.

I take great pleasure in making honorable mention of all the officers and men under my command. To Captain Taylor, of the artillery, and the officers of his corps, Lieutenants Watts and Weller; to Captain G. R. G. Jones, in command of the right battery; to Captains Miller and Hayden, of the Engineers; to Acting Assistant Adjutant-General McConnico; to Captain H. L. Jones, brigade quartermaster; to Captain McLaughlin, quartermaster of the Tenth Tennessee, and to Surgeons Voorhies and Horton, of the Tenth Tennessee, the thanks of the whole country are due for their consummate devotion to our high and holy cause. To Sergeants John Jones, Hallam, Cubine, and Silcurk; to Corporals Copas, Cavin, and Renfro, in charge of the guns, as well as to all of the men, I feel a large debt is due for their bravery and efficiency in working the heavy guns so long and so efficiently.

Officers and men alike seemed actuated but by one spirit—that of devotion to a cause in which was involved life, liberty, and the pursuit of happiness. Every blow struck was aimed by cool heads, supported by strong arms and honest hearts.

I feel that it is a duty that I owe to Colonel A. Heiman, commanding the Tenth Tennessee (Irish) to give this testimony of my high appreciation of him as a soldier and as a man, due to his gallant regiment, both officers and men. I place them second to no regiment I have seen in the Army.

To Captain Dixon, of the Engineers, I owe (as does the whole country) my special acknowledgment of his ability and unceasing energies. Under his immediate eye were all the works proposed by myself at Forts Donelson and Heiman executed; while his fruitfulness in resources to meet the many disadvantages of position alone enabled us to combat its difficulties successfully.

To Lieutenant Watts, of the heavy artillery, as acting ordnance officer at Fort Henry, I owe this special notice of the admirable condition of the ordnance department at that post.

Lieutenant Watts is the coolest officer under fire I ever met with. I take pleasure in acknowledging the marked courtesy and consideration of Flag-Officer Foote of the Federal Navy, of Captain Stembel and the other naval officers, to myself, officers, and men. Their gallant bearing during the action gave evidence of a brave and therefore generous foe.

Respectfully, your obedient servant,

LLOYD TILGHMAN,
Brigadier-General, Commanding.

* Nominal lists of officers and men surrendered not printed.

Supplemental report of Brigadier-General Tilghman, C. S. Army,

RICHMOND, VA., *August 9, 1862.*

My attention having been called, since writing the above report, to certain statements made in the somewhat unofficial reports of the battles of Fort Donelson, on the subject of the condition of the fortifications at that place at the time of the arrival of the reinforcements, I deem it highly proper to protect my own as well as the reputation of the officers and men of my command, and place the facts of the case on record.

Nearly broken down by incessant work from the middle of June in organizing and perfecting the First Kentucky Brigade and in remodeling the brigade at Hopkinsville, Ky., I was not in the best condition, so late as December 15, to commence in a new field of operations, and work into perfect shape a third brigade and carry on the system of fortifications on both the Cumberland and Tennessee necessary for the defense of the important line intrusted to my care.

The facts of the case are simply these: On reaching Fort Donelson the middle of December, I found at my disposal six undisciplined companies of infantry, with an unorganized light battery, while a small water battery of two light guns constituted the available river defense. Four 32-pounders had been rightly placed, but were not available. By January 25 I had prepared the entire batteries (except one piece, which arrived too late), for the river defenses; built the entire fieldwork with a trace of 2,900 feet, and in the most substantial manner constructed a large amount of abatis, and commenced guarding the approaches by rifle pits and abatis. This was all done when the reinforcements arrived, and, when the total lack of transportation is taken into consideration, as well as the inclemency of the season, and yet find not only the original troops there, but nearly all my reinforcements housed in something like 400 good cabins, I conceive my time to have been well spent. While this was being done, the strengthening of Fort Henry, the building of all the outworks around it, together with the advanced state of the new works south of Tennessee River, Fort Heiman, together with its line of outworks, of rifle pits and abatis was all thoroughly performed, and satisfies my own mind that officers and men could not have fallen short in their duties to have accomplished so much.

The failure of adequate support, doubtless from sufficient cause, cast me upon my own resources, and compelled me to assume responsibilities which may have worked a partial evil. I aimed at the general good, and am the last man to shrink from assuming what is most likely to accomplish such an end.

I would further state that I had connected both Forts Henry and Donelson by a line of telegraph from Cumberland City—total length of line about 35 miles—thus placing me in close relations with Bowling Green and Columbus.

[LLOYD TILGHMAN,]
Brigadier-General, C. S. Army.

Report of General Johnston, C. S. Army, commanding Western Department.

HEADQUARTERS WESTERN DEPARTMENT,
Bowling Green, Ky., February 8, 1862.

SIR: No reliable particulars of the loss of Fort Henry have yet reached me. This much, however, is known, that nearly all the force at Fort Henry retreated to Fort Donelson, and it is said that General Tilghman and about 80 officers and men surrendered in the fort.

The capture of that fort by the enemy gives them the control of the navigation of the Tennessee River, and their gunboats are now ascending the river to Florence. Operations against Fort Donelson, on the Cumberland, are about to be commenced, and that work will soon be attacked. The slight resistance at Fort Henry indicates that the best open earthworks are not reliable to meet successfully a vigorous attack of ironclad gunboats, and, although now supported by a considerable force, I think the gunboats of the enemy will probably take Fort Donelson without the necessity of employing their land force in cooperation, as seems to have been done at Fort Henry.

Our force at Fort Donelson, including the force from Fort Henry and three regiments of General Floyd's command, is about 7,000 men, not well armed or drilled, except Heiman's regiment and the regiments of Floyd's command. General Floyd's command and the force from Hopkinsville is arriving at Clarksville, and can, if necessary, reach Donelson in four hours by steamers which are there. .

Should Fort Donelson be taken it will open the route to the enemy to Nashville, giving them the means of breaking the bridges and destroying the ferryboats on the river as far as navigable.

The occurrence of the misfortune of losing the fort will cut off the communication of the force here under General Hardee from the south bank of the Cumberland. To avoid the disastrous consequences of such an event, I ordered General Hardee yesterday to make, as promptly as it could be done, preparations to fall back to Nashville and cross the river.

The movements of the enemy on my right flank would have made a retrograde in that direction to confront the enemy indispensable in a short time. But the probability of having the ferriage of this army corps across the Cumberland intercepted by the gunboats of the enemy admits of no delay in making the movement.

Generals Beauregard and Hardee are, equally with myself, impressed with the necessity of withdrawing our force from this line at once.

With great respect, your obedient servant,

A. S. JOHNSTON,
General, C. S. Army.

Hon. J. P. BENJAMIN,
Secretary of War.

Report of Major-General Polk, C. S. Army, commanding at Columbus, Ky.

COLUMBUS, KY., *February 8, 1862.*

I am officially advised as follows:

FORT DONELSON, TENN., *February 7, 1862.*

Fort Henry has fallen. General Tilghman, Major Gilmer, and about 80 officers and men were surrendered with the fort. Colonel Helman brought the rest of the command in good order to this point. About 3,000 in the aggregate arrived at 11 o'clock last night. Owing to the bad state of the roads and the high water of the various watercourses between the two forts, as well as to the fact that they were attacked in the rear by the enemy's cavalry, Colonel Helman says it was a physical impossibility to save the field batteries. Nothing saved but the small arms. Colonel Helman will assume command here this morning until the arrival of General Pillow, who, we learn, will be down in a few hours. The telegraph line from Cumberland city is down. Colonel Helman does not expect a fight here until to-morrow. I remain here by order of General Tilghman and shall still do so, offering my services as volunteer aid to whoever is in command.

POWHATAN ELLIS,
Assistant Adjutant-General.

General POLK.

I am just advised the bridges on the Memphis and Bowling Green road over the Tennessee River are not destroyed, as reported. Three of the enemy's gunboats have gone up the Tennessee River as far as Florence. The bridge over Bear Creek, on the Memphis and Charleston Railroad, threatened. I have sent six companies of Colonel Looney's regiment and one section of artillery, with Desha's Arkansas battery (Chalmer's regiment) from Corinth. Active preparations on the part of the Government for the defense of this frontier seem now indispensable.

L. POLK.

General S. COOPER.

Report of Colonel Helman, C. S. Army, commanding First Brigade, transmitting detailed report.

RICHMOND, VA., *August 11, 1862.*

SIR: Enclosed herewith please find my report in regard to the bombardment and surrender of Fort Henry. I prepared this report at Fort Donelson immediately after the fall of Fort Henry, but my imprisonment after the surrender of the troops at Fort Donelson prevented me from forwarding it to the proper authorities before now. I have now the honor to submit it to you with my high regards.

Your most obedient servant,

A. HEIMAN,
Colonel Tenth Tennessee Regiment.

Adjutant-General COOPER.

[Enclosure.]

FORT DONELSON, TENN.,
February 8, 1862.

In the absence of General Tilghman, who is a prisoner in the hands of the enemy, being next in command of his division, it becomes my duty, and I have the honor to submit to you the following report in

regard to the bombardment and surrender of Fort Henry and the subsequent retreat of its garrison to Fort Donelson:

The armament of the fort consisted of 10 32-pounders, 2 42-pounders, 2 12-pounders, 1 24-pounder rifled gun, and 1 10-inch columbiad. The garrison consisted of my regiment, Tenth Tennessee, under command of Lieutenant-Colonel MacGavock; the Fourth Mississippi, Colonel Drake; two companies of the Third Alabama Battalion, Colonel Drake; a company of artillery, commanded by Captain Taylor; one company of Forrest's cavalry, Captain Milner, and 40 mounted men, acting Captain Melton, stationed as picket and rocket guard at Bailey's Landing, 3 miles below the fort; Captain Culbertson's light battery (4 6-pounders and 1 6-pounder rifled gun), amounting in all to an aggregate of 1,885 men.

The heights on the opposite side of the river, with the unfinished works of Fort Heiman, were occupied by the Twenty-seventh Alabama Regiment, Colonel Hughes; the Fifteenth Arkansas, Colonel Gee; two companies of Alabama cavalry, commanded by Captains Hubbard and Houston, and an unorganized company of 40 men, Kentucky cavalry, Captain Padgett, and a section of a light battery, commanded by Lieutenant Stankiewicz, amounting in all to 1,100 men.

At Paris Landing, 5 miles above the fort, the Forty-eighth Tennessee, Colonel Voorhies, and the Fifty-first Tennessee, Colonel Browder, were stationed. These were skeleton regiments containing, together, not more than 400 men.

With the exception of the Tenth Tennessee and the Fourth Mississippi, these were all new troops who had just entered the service. They were not drilled, were badly equipped, and very indifferently armed with shotguns and Tennessee rifles. None of the cavalry had either sabers or pistols and were only partly armed with double-barreled shotguns, no other equipments whatever. There was much sickness among the new troops, so that the forces for the defense of Forts Henry and Heiman did not amount to more than 2,600 effective men. There were also at Fort Henry the steamers *Dunbar*, Captain Fowler; *Lynn Boyd*, Captain Smedley; *Appleton Belle*, Captain Heffernan (regular packet from the fort to Danville); the *Samuel Orr*, and the *Patton*. The latter two boats were used for hospitals.

General Tilghman's division headquarters being at Fort Donelson, where he was untiring in his exertions to complete the defenses of that post, Fort Henry during his absence was under my command.

On the morning of the 4th instant, at 4:30 o'clock, the sentinel at our 3-gun battery announced a rocket signal from the picket at Bailey's Landing, which was immediately answered by a rocket from the fort, when three more rockets went up from the picket, announcing the approach of three of the enemy's gunboats. The 11 guns bearing on the river were immediately manned and shotted, and everything held in readiness for an attack. The steamers were all moved out of range of the enemy's gunboats, and the *Dunbar* and *Boyd* were dispatched to Paris Landing for the two regiments stationed there. I sent a courier to General Tilghman, at Fort Donelson, informing him of these facts.

Shortly after daylight the pickets on both sides of the river reported a large fleet coming up, and the smoke from several gunboats now became visible over the island. I directed Captain Ellis, of the

Tenth, with a small escort of mounted men, to proceed down on the right bank of the river, and Captain Anderson, of the same regiment, on the opposite bank, to reconnoiter and ascertain whether the enemy was landing troops. I directed Captain Milner, with his company of cavalry, to occupy the several roads leading from Bailey's Landing to the fort, and throw forward a sufficient number of pickets and videttes. I directed Colonel Drake to send two companies of his regiment and a section of Culbertson's battery to the rifle pits for the defense of the Dover road, about three-quarters of a mile from the fort, while Major Garvin occupied the rifle pits across the road leading to Bailey's Landing. Twelve torpedoes were sunk in the chute of the river at the foot of the island. For want of powder and time none were sunk in the main channel. Those sunk were rendered utterly useless by the heavy rise in the river.

At about 9 o'clock the gunboats commenced throwing shells at the quarters of our pickets and other buildings in the neighborhood of Bailey's Landing.

Captain Ellis returned, reporting eight gunboats and ten large transports in the river, and that they were landing their cavalry. He also stated that he had seen two light batteries or barges, but that no troops were at that time landing on the opposite side of the river. I again sent a courier to General Tilghman, informing him of these facts. During all this time we had a large force at work on the epaulements, and trying to keep the water out of the fort. The lower magazine had already 2 feet of water in it, and the ammunition had been removed to a temporary magazine above ground, which had but very little protection, but we had been at work day and night for the last week, to cover it with sand bags and to protect it by a traverse.

At about 12 o'clock five gunboats came in sight in the main channel. All the troops, except the heavy artillery force, were marched out of range of the enemy's guns. The gunboats formed in line of battle across the channel, about 2 miles below the fort, beyond the range of our 32-pounders. I gave positive orders that none of these guns should be fired unless the boats came within their range; therefore, we had only to depend on the 24-pounder rifled gun and the 10-inch columbiad, the latter gun, with an iron carriage on an iron chassis, had, on previous trials of firing with 20-pound charges, proved defective, owing to the too great recoil for the length of the chassis, or other defects. This was, however, remedied by clamping the carriage to the chassis, and even then it recoiled with such tremendous force against the hurters that in almost every instance it disarranged the pintle. I have since learned that this defect was common to these guns.

At about 1 o'clock the gunboats opened fire with shell and shot, which was immediately returned by our rifled gun and 10-inch columbiad. The former fired Archer shells. At the third or fourth fire one of the clamps of the columbiad broke, and fearing that another fire would upset the gun, it was not fired again. The rifled gun was fired in quick succession and with good effect; meanwhile the gunboats kept up a constant fire with good practice.

As the boats advanced we opened fire with the eleven guns bearing on the river, which was kept up for about half an hour, when the enemy withdrew. Their shot fell in and around the fort. Some of

their shells fell a quarter of a mile beyond the fort, showing a range superior to our own. None of the shells which fell in the fort exploded, and but one man was wounded. I reported the result to General Tilghman, and that the enemy was landing a large force, and that additional transports were arriving.

I was satisfied that we could not hold the heights opposite the fort, and that it would be prudent to move the forces from there to Fort Henry, but did not like to take the responsibility without the order of General Tilghman, as a previous order from you stated positively that these heights must be held. However, these troops were held in readiness to move at a moment's warning.

At 5 o'clock I sent another courier with an escort to the general, stating my views in regard to the troops at Fort Heiman, and requesting his orders, or, what I desired more, his presence, and cautioned him not to come without a strong escort, and by the upper road, believing that the enemy had already cavalry pickets on the main Dover road.

Before night I reinforced the outposts on the Dover road with two companies of the Tenth Tennessee, under Captains Morgan and Ford, and the 6-pounder rifled gun. At 11:30 General Tilghman and Major Gilmer's corps of engineers arrived with three companies of Lieutenant-Colonel Gantt's cavalry, from Fort Donelson.

At daylight on the morning of the 5th General Tilghman directed the removal of the troops from Fort Heiman to Fort Henry, with the exception of the cavalry. General Tilghman now formed the troops at the fort into two brigades. The first, commanded by myself, consisting of the Tenth Tennessee, Lieutenant-Colonel MacGavock; Forty-eighth Tennessee, Colonel Browder; Fifty-first Tennessee, Colonel Voorhies; Colonel Gantt's battalion of cavalry, and Captain Culbertson's light battery. The second brigade, under command of Colonel Drake, consisted of the Fourth Mississippi, Major Adaire; Twenty-seventh Alabama, Colonel Hughes; Alabama battalion, Major Garvin; Captains Milner's and Melton's cavalry, and a section of light battery, Captain Crain. He appointed Major McConnico assistant adjutant-general and Lieutenant Phar aid-de-camp, his own staff having remained at Fort Donelson. General Tilghman assigned each brigade its position at the rifle pits, and all preparations were made to receive the enemy by land and water.

A reconnoitering party of cavalry met the enemy, and in a skirmish one man of Captain Milner's company was killed. General Tilghman then ordered out a battalion of the Tenth Tennessee, a battalion of the Fourth Mississippi, and Milner's cavalry, and proceeded in person with them to the scene of the skirmish, but the enemy had retired.

During the night Colonel Milton A. Haynes, of the artillery, arrived from Fort Donelson to give his aid in the coming engagement, and brought information that, in obedience to orders from General Tilghman, Colonel Head would send two regiments to Kirkman's Furnace from Fort Donelson next morning, which is halfway between the forts, to act as a reserve.

Early on the morning of the 6th heavy volumes of black smoke rose over the island, manifesting that the fleet was not to remain idle long; and, judging from the number of transports in the river, they must have landed a very large force during the two days and

nights, and, as it was afterwards ascertained, General Grant had 12,000 men between the fort and Bailey's Landing, and General Smith 6,000 men on the opposite bank of the river.

At about 10 o'clock in the morning General Tilghman and Major Gilmer came in a small boat from the steamer *Dunbar*, which was lying during the night at Fort Heiman, and prepared for the engagement on hand.

At 11 o'clock the gunboats made their appearance in the chute, seven in number, and formed in line of battle 2 miles from the fort. General Tilghman ordered the troops to be marched out of range of the enemy's guns. None were permitted to remain in the fort but those on duty with the artillery, who were under the command of Captain Taylor.

General Tilghman, with his staff, took position at the center battery to observe the movements of the gunboats and direct the firing of our batteries. The enemy opened fire with shot and shell, which was returned by our 10-inch columbiad and 24-pounder rifled gun, until they came in range of the lighter guns, when the whole eleven guns bearing on the river opened fire. The enemy's practice improved as they advanced. The firing on both sides was without a moment's intermission.

Shot after shot were exchanged with admirable rapidity and precision, and the enemy's shell struck and exploded in every direction. Unfortunately our most reliable gun, the 24-pounder rifled, burst, wounding all the men who served it. Shortly afterwards the vent of the 10-inch columbiad closed and could not be opened. Our reliance was now on the 32 and 42 pounders, and, I regret to state, for the latter we had not the proper ammunition. Shortly afterwards a premature explosion of one of the guns killed 2 men. By this time we had lost the use of five guns, but a constant fire was kept up on both sides, the gunboats nearing all the time, their point-blank range telling fearfully on the fort, while we had to depress our guns and change our range after every shot. This unequal fire was kept up with an energy which does great credit to the officers and men at the guns.

This fearful cannonading had lasted now over an hour, and it was evident the fort could not hold out much longer. Major Gilmer called my attention to the state of affairs, requesting me to state to General Tilghman that it was useless to hold out longer; to keep up this unequal contest would cost the lives of many more without any possible advantage to the result. I replied to Major Gilmer that these were my views, but that I would not like to make any suggestions to the general; that he must be his own judge in regard to this affair. When General Tilghman was shortly after reminded of the state of affairs, he would not entertain the idea of a surrender, stating that he had as yet lost but few men, and inquired the reason why some of the guns had ceased firing. He was told that several of the men were killed, many wounded, and all the rest exhausted, and that we had no men to relieve them. The general threw off his coat, sprang on the chassis of the nearest gun, stating that he would work it himself, ordering, at the same time, 50 men of my regiment to the fort to assist the gunners. Seeing nobody whom I could send for

them, I started myself, the bombardment still going on unabated; but before I could reach the command the boats were so close to the fort that further resistance was impossible. The flag was hauled down and the firing ceased.

I returned in person immediately to the fort for further orders. General Tilghman informed me that he had surrendered, believing that it was his duty to do so, as every military man would see the impossibility of holding the fort against such fearful odds, and stating to me that I was not included in the surrender, as I was not in the fort at the time the flag was struck, and directed me to continue the retreat, according to orders, to Fort Donelson by the upper road, having gained all the time necessary for a safe retreat. Owing to bad roads, the high water, and the close pursuit of the enemy's cavalry, I found it a physical impossibility to save the light artillery.

About 3 miles from the fort our rear was attacked by the enemy's cavalry. Their fire was handsomely returned by Colonel Gee and Major Garvin. Major Lee, of the Fifteenth Arkansas, and Captain Leach, of the Alabama battalion, were surrounded and made prisoners. We sustained no other loss.

I may be permitted to state that the self-sacrificing heroism displayed by General Tilghman in this terrible and most unequal struggle challenges the admiration of all gallant men and entitles him to the gratitude of the whole people of the Confederate States. The tact, skill, and untiring energy which characterized his whole course while in command of the defense of the Tennessee and Cumberland rivers proved him a most skillful and gallant leader.

During the bombardment of Fort Henry General Tilghman was ably assisted by Major Gilmer, Colonel Haynes, Major McConnico, Captains Miller and Hayden (engineers), Captain Taylor, Lieutenants Watts and Weller, and Captain G. R. G. Jones; and the men under their command deserve particular credit for the effective and energetic manner in which they managed their guns.

My thanks are eminently due to Colonel Drake and the regimental and detachment commanders for the able and orderly manner in which they conducted their commands.

The events which followed so closely upon the fall of Fort Henry—the surrender of the troops at Fort Donelson and my own imprisonment, from which I have just been released—have prevented me from forwarding this report at an earlier date.

Very respectfully, your obedient servant,

A. HEIMAN,

Colonel, Commanding First Brigade, Tilghman's Division.

Colonel W. W. MACKALL,

Assistant Adjutant-General.

Expedition up the Tennessee River to Florence, Ala., by the U. S. gunboats Lexington, Tyler, and Conestoga, under the command of Lieutenant Phelps, U. S. Navy, February 6-10, 1862.

[Telegram.]

CAIRO, February 11, 1862.

The gunboats *Lexington*, *Tyler*, and *Conestoga*, under Lieutenant Commanding Phelps, agreeably to my orders, have proceeded up the Tennessee River and destroyed or captured all the rebel boats, broken up their camps, and made a prize of their fine new gunboat. They went up as far as the river was navigable. I move up to-morrow in another direction.

A. H. FOOTE.

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

PADUCAH (VIA CAIRO), February 12, 1862.

Lieutenant Commanding S. L. Phelps has returned from a cruise up the Tennessee River, whither I ordered him, as already communicated to you, with his division of three gunboats, the *Tyler*, Lieutenant Commanding Gwin; *Lexington*, Lieutenant Commanding Shirk; and the *Conestoga*. He ascended to Florence, Ala., at the foot of the Mussel Shoals and the head of navigation water for his vessels. The half-finished rebel gunboat *Eastport* was captured, with two other steamers, and the rebels were forced to burn six of their transport steamers freighted with military supplies. The expedition has brought down 250,000 feet lumber, seized with the *Eastport*, all the floating ironwork machinery belonging to her, and very considerable quantities of arms, implements, camp utensils, provisions, clothing, etc. The winter quarters of a rebel regiment were burned. Captain Phelps found a strong Union feeling manifested throughout Tennessee and in Mississippi and Alabama. I will forward his official report to me by mail. His work has been thorough and merits the highest praise.

A. H. FOOTE,
Flag-Officer.

HON. G. WELLES,
Secretary Navy.

[Telegram.]

U. S. GUNBOAT CONESTOGA,
Railroad Crossing, Tennessee River, February 10, 1862.

SIR: We have returned to this point from an entirely successful expedition to Florence. At the foot of the Mussel Shoals, Alabama, the rebels were forced to burn six steamers, and we captured two

others, besides the half-complete gunboat *Eastport*. The steamers burned were freighted with rebel military stores. The *Eastport* has about 250,000 feet of lumber on board. Captured 200 stand of arms and a quantity of clothing and stores, and destroyed the encampment of Colonel [James M.] Crews at Savannah, Tenn. Found the Union sentiment strong.

I am, respectfully, your obedient servant,

S. [L.] PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,
Commanding Naval Forces, Western Waters. Cairo, Ill.

Report of Flag-Officer Foote, U. S. Navy, transmitting report of Lieutenant Phelps, U. S. Navy, commanding expedition.

U. S. FLAG-STEAMER ST. LOUIS,
Paducah, February 12, 1862.

SIR: I have the honor and high gratification to forward to the Department the official report of Lieutenant Commanding Phelps, by which it will be seen that he has, with consummate skill, courage, and judgment, performed a highly beneficial service to the Government, which no doubt will be appreciated.

I can not too highly commend the conduct of Lieutenant Commanding Phelps for this his signal service in his long cruise to the head of navigation of the Tennessee River.

I am now, with three ironclad steamers, ascending the Cumberland River to cooperate with General Grant in an attack on Fort Donelson. Lieutenant Commanding Phelps, with his division, accompanies me.

In great haste, I have the honor to be. your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. GUNBOAT CONESTOGA,
Tennessee River, February 10, 1862.

SIR: Soon after the surrender of Fort Henry, on the 6th instant, I proceeded, in obedience to your order, up the Tennessee River with the *Tyler*, Lieutenant Commanding Gwin; *Lexington*, Lieutenant Commanding Shirk, and this vessel, forming a division of the flotilla, and arrived after dark at the railroad crossing, 25 miles above the fort, having on the way destroyed a small amount of camp equipage, abandoned by the fleeing rebels. The draw of the bridge was found closed and the machinery for turning it disabled. About $1\frac{1}{2}$ miles above, were several rebel transport steamers escaping upstream. A party was landed and in one hour I had the satisfaction to see the draw open. The *Tyler* being the slowest of the gunboats, Lieutenant Commanding Gwin landed a force to destroy a portion of the railroad track and to secure such military stores as might be found, while I directed Lieutenant Commanding Shirk to follow

me with all speed in chase of the fleeing boats. In five hours this boat succeeded in forcing the rebels to abandon and burn three of their boats, loaded with military stores. The first one fired (*Samuel Orr*) had on board a quantity of submarine batteries, which very soon exploded; the second one was freighted with powder, cannon, shot, grape, balls, etc. Fearing an explosion from the fired boats (there were two together), I had stopped at a distance of 1,000 yards; but even there our skylights were broken by the concussion; the light upper deck was raised bodily, doors were forced open, and locks and fastenings everywhere broken.

The whole river for half a mile around about was completely beaten up by the falling fragments and the shower of shot, grape, balls, etc. The house of a reported Union man was blown to pieces, and it is suspected there was design in landing the boats in front of the doomed home. The *Lexington* having fallen astern, and without a pilot on board, I concluded to wait for both of the boats to come up. Joined by them we proceeded up the river. Lieutenant Commanding Gwin had destroyed some of the trestlework at the end of the bridge, burning with them a lot of camp equipage. I. N. Brown, formerly a lieutenant in the Navy, now signing himself "Lieutenant, C. S. N.," had fled with such precipitation as to leave his papers behind. These Lieutenant Commanding Gwin brought away and I send them to you, as they give an official history of the rebel floating preparations on the Mississippi, Cumberland, and Tennessee. Lieutenant Brown had charge of the construction of gunboats. At night on the 7th we arrived at a landing in Hardin County, Tenn., known as Cerro Gordo, where we found the steamer *Eastport* being converted to a gunboat. Armed boats' crews were immediately sent on board and search made for means of destruction that might have been devised. She had been scuttled and the suction pipes broken. These leaks were soon stopped. A number of rifle shots were fired at our vessels, but a couple of shells dispersed the rebels. On examination I found that there were large quantities of timber and lumber prepared for fitting up the *Eastport*; that the vessel itself, some 280 feet long, was in excellent condition and already half finished; considerable of the plating designed for her was lying on the bank and everything at hand to complete her. I therefore directed Lieutenant Commanding Gwin to remain with the *Tyler* to guard the prize, and to load the lumber, etc., while the *Lexington* and *Conestoga* should proceed still higher up.

Soon after daylight on the 8th we passed *Eastport*, Miss., and at Chickasaw, farther up, near the State line, seized two steamers, the *Sallie Wood* and *Muscle*, the former laid up and the latter freighted with iron destined for Richmond and for rebel use. We then proceeded on up the river, entering the State of Alabama and ascending to Florence, at the foot of the Mussel Shoals. On coming in sight of the town three steamers were discovered, which were immediately set on fire by the rebels. Some shots were fired from the opposite side of the river below. A force was landed and considerable quantities of supplies, marked "Fort Henry," were secured from the burning wrecks. Some had been landed and stored. These I seized, putting such as we could bring away on board our vessels and destroying the remainder. No flats or other craft could be found. I found also more of the iron and plating intended for the *Eastport*.

A deputation of citizens of Florence waited upon me, first desiring that they might be made able to quiet the fears of their wives and daughters with assurances from me that they would not be molested; and, secondly, praying that I would not destroy their railroad bridge. As for the first I told them we were neither ruffians nor savages, and that we were there to protect from violence and to enforce the law; and with reference to the second, that if the bridge were away we could ascend no higher, and that it could possess, so far as I saw, no military importance, as it simply connected Florence itself with the railroad on the south bank of the river.

We had seized three of their steamers, one the half-finished gunboat, and had forced the rebels to burn six others loaded with supplies, and their loss, with that of the freight, is a heavy blow to the enemy. Two boats are still known to be on the Tennessee, and are doubtless hidden in some of the creeks, where we shall be able to find them when there is time for the search.

We returned on the night of the 8th to where the *Eastport* lay. The crew of the *Tyler* had already gotten on board of the prize an immense amount of lumber, etc. The crews of the three boats set to work to finish the undertaking, and we have brought away probably 250,000 feet of the best quality of ship and building lumber, all the iron, machinery, spikes, plating, nails, etc., belonging to the rebel gunboat, and I caused the mill to be destroyed where the lumber had been sawed.

Lieutenant Commanding Gwin in our absence had enlisted some 25 Tennesseans, who gave information of the encampment of Colonel Crews' rebel regiment, at Savannah, Tenn. A portion of the 600 or 700 men were known to be "pressed" men, and all were badly armed. After consultation with Lieutenants Commanding Gwin and Shirk, I determined to make a land attack upon the encampment. Lieutenant Commanding Shirk, with 30 riflemen, came on board the *Conestoga*, leaving his vessel to guard the *Eastport*, and accompanied by the *Tyler* we proceeded up to that place, prepared to land 130 riflemen and a 12-pounder rifled howitzer. Lieutenant Commanding Gwin took command of this force when landed, but had the mortification to find the camp deserted. The rebels had fled at 1 o'clock in the night, leaving considerable quantities of arms, clothing, shoes, camp utensils, provisions, implements, etc., all of which were secured or destroyed, and their winter quarters of log huts were burned. I seized also a large mail bag, and send you the letters giving military information. The gunboats were then dropped down to a point where arms gathered under the rebel "press law" had been stored, and an armed party under Second Master Goudy, of the *Tyler*, succeeded in seizing about 70 rifles and fowling pieces. Returning to Cerro Gordo, we took the *Eastport*, *Sallie Wood*, and *Muscle* in tow, and came down the river to the railroad crossing. The *Muscle* sprung a leak, and all efforts failed to prevent her sinking, and we were forced to abandon her, and with her a considerable quantity of fine lumber. We are having trouble in getting through the draw of the bridge here.

I now come to the, to me, most interesting portion of this report, one which has already become lengthy; but I must trust you will find some excuse for this in the fact that it embraces a history of

labors and movements day and night from the 6th to the 10th of the month, all of which details I deem it proper to give you. We have met with the most gratifying proofs of loyalty everywhere across Tennessee, and in the portions of Mississippi and Alabama we visited most affecting instances greeted us almost hourly. Men, women, and children several times gathered in crowds of hundreds, shouted their welcome and hailed their national flag with an enthusiasm there was no mistaking. It was genuine and heartfelt. Those people braved everything to go to the river bank, where a sight of their flag might once more be enjoyed, and they have experienced, as they related, every possible form of persecution. Tears flowed freely down the cheeks of men as well as of women, and there were those who had fought under the stars and stripes at Moultrie, who, in this manner testified to their joy. This display of feeling and sense of gladness at our success, and the hopes it created in the breasts of so many people in the heart of the Confederacy astonished us not a little, and I assure you, sir, I would not have failed to witness it for any consideration. I trust it has given us all a higher sense of the sacred character of our present duties. I was assured at Savannah that of the several hundred troops there, more than one-half, had we gone to the attack in time, would have hailed us as deliverers and gladly enlisted with the national force. In Tennessee the people generally in their enthusiasm braved secessionists and spoke their views freely; but in Mississippi and Alabama what was said was guarded. "If we dared express ourselves freely you would hear such a shout greeting your coming as you never heard." "We know there are many Unionists among us, but a reign of terror makes us afraid of our shadows." We were told, too, "Bring us a small organized force with arms and ammunition for us, and we can maintain our position and put down rebellion in our midst." There were, it is true, whole communities who, on our approach, fled to the woods, but these were where there was less of the loyal element and where the fleeing steamers in advance had spread tales of our coming with firebrands, burning, destroying, ravishing, and plundering.

The crews of these vessels have had a very laborious time, but have evinced a spirit in their work highly creditable to them. Lieutenants Commanding Gwin and Shirk have been untiring, and I owe to them and to their officers many obligations for our entire success.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant, Commanding, U. S. Navy.

Flag-Officer, A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Waters.

Letter from Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, requesting cooperation in the destruction of railroad bridge over Tennessee River.

HEADQUARTERS AT CAIRO,

Fort Henry, Tenn., February 7, 1862.

CAPTAIN: The party that went up the river last night for the purpose of destroying the railroad bridge had to return without accomplishing their object, in consequence of finding the bridge guarded.

I would request that you go up with your boat to-day and take some 20 men that I will furnish to do the job.

Respectfully, your obedient servant,

[U. S. GRANT,]
Brigadier-General.

Captain WALKER,
Commanding Gunboat Flotilla.

Report of Commander Walke, U. S. Navy, regarding destruction of railroad bridge, in accordance with instructions from Brigadier-General Grant.

U. S. GUNBOAT CARONDELET,
Fort Henry, Tennessee River, February 8, 1862.

SIR: I have just returned from destroying the bridges of the Memphis and Bowling Green Railroad (up this river), where I was instructed to proceed by General Grant on the 7th instant. Colonel [J. D.] Webster, with other officers, and two companies of sharpshooters, accompanied me to do the job.

We found the place deserted by rebel troops, who left their tents, wagons, etc., some of which we brought here.

I am nearly out of coal and provisions.

The magazine and shell rooms of this vessel leak badly, and it is doubtful whether our carpenter can stop it, unless the vessel is lightened so that he can get at it.

I suspect that some of our rifle shell have not been filled, as there is great difference in the weight of them, and I picked up one in Fort Henry with the fuze out, but there was no evidence of its having been filled with powder. They require gauging. All is well on board. We expended 101 shell and 1 solid shot on Fort Henry. The *Conestoga*, *Tyler*, and *Lexington* have not returned.

Most respectfully, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces Western Waters.

[Telegram.]

ST. LOUIS, *February 8, 1862.*

Assistant Secretary of War T. A. Scott, now in this city, will communicate with you by telegraph this evening. Please give him all possible information about the condition of your command.

H. W. HALLECK.

A. H. FOOTE, or Ranking [Officer.]

[Telegram.]

ST. LOUIS, *[February] 8, 1862.*

I want some detailed information for the Secretary of War in regard to mortars, mortar beds, mortar boats, and other equipment

necessary for the Mississippi Flotilla. Are you prepared now to give me detailed information in regard to the enquiry? Please answer.

THOS. A. SCOTT,
Assistant Secretary War.

Flag-Officer FOOTE.

[Telegram.]

ST. LOUIS, *February 8, 1862.*

How many floats were ordered to be built? How many have been delivered ready for armament? If any that were ordered have not been delivered, where are they and what is their condition? How many mortars are wanted for the fleet? How many of them have been received? How many mortar beds have been received, and how many more are needed? At what time do you want to have the flotilla ready for movement?

THOS. A. SCOTT,
Secretary.

Flag-Officer FOOTE.

[Telegram.]

ST. LOUIS, *February 8, 1862.*

Please prepare for me a statement in detail of all your gunboats, their equipment and force now on them; also a statement setting forth the additional force and equipment that you need and the same regarding the floats. I will run over to Cairo on Monday to see you. The Secretary of War desires to understand the whole matter pertaining to Mississippi movements and to provide all that may be needed. If you will have those statements prepared we can then talk the whole subject over, so that I will get a thorough understanding of the matter. Please answer.

THOS. A. SCOTT.

Flag-Officer FOOTE.

*Order of the President to Brigadier-General Ripley, U. S. Army,
regarding ammunition for the Western flotilla.*

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, February 8, 1862.

SIR: I am directed by the President to request you to supply whatever ammunition there may be required for the gunboat flotilla at Cairo.

I have the honor to be, your obedient servant,

H. A. WISE,
U. S. Navy, Assistant Inspector Ordnance.

Brigadier-General J. W. RIPLEY, U. S. Army,
Chief Bureau of Ordnance, Washington City, D. C.

[Telegram.]

CAIRO, *February 8, 1862.*

(Received 9th.)

Want of steamers prevented testing the mortars to-day; will do so to-morrow.

Repairing damages to gunboats *Cincinnati* and *Essex*, which will require ten days.

Twenty men, soldiers, arrived for the gunboats from St. Louis. Want of men, I fear, will detain the mortar boats, as the officers are generally unwilling for any but their poorest men leaving their companies.

A. H. FOOTE,
Flag-Officer.

[Chief of BUREAU OF ORDNANCE,
Navy Department.]

*Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Sanford,
U. S. Navy, regarding the shipment of men.*

CAIRO, *February 9, 1862.*

You are authorized to engage second masters instead of fourth masters.

I enclose shipping articles. You may ship men for me for one year or less time, should the war end before the year expires.

Have twelve officers of rank to be with Captain Constable. Have a good stateroom and mess room for commanding officer in case a navy commander should take Captain Constable's place, but use your discretion in the matter.

Have twelve rooms for officers for mortar boats.

Use your discretion to procure men and things necessary for the boats.

Respectfully, yours,

A. H. FOOTE,
Flag-Officer.

Lieutenant J. P. SANFORD.

[Telegram.]

ST. LOUIS, *February 9, 1862.*

If three gunboats can be spared from Cairo and made efficient, I wish them sent up the Cumberland to Dover and Clarksville. Consult Commodore Foote and let me know when and how many can go.

H. W. HALLECK,
Major-General.

Brigadier-General G. W. CULLUM,
Cairo.

[Telegram.]

CAIRO, *February 9, 1862.*

I telegraphed you this morning and find my dispatch not sent at 8 this evening. I have already consulted with Foote, anticipating

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your orders. He can't send gunboats up Cumberland. Will see him again.

G. W. CULLUM,
Brigadier-General and Chief of Staff.

Major-General HALLECK,
St. Louis, Mo.

Report of Flag-Officer Foote, U. S. Navy, making enquiry regarding discharge and pension for disabled officers.

CAIRO, February 10, 1862.

SIR: I would respectfully ask for information in regard to disabled officers, appointed by me in the gunboat service. Shall I discharge them? Are they entitled to a pension? Also, in regard to men's clothing destroyed under action, are they better entitled to any compensation for the same?

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, February 10, 1862.

Persuade Flag-Officer Foote, if possible, to send gunboats up the Cumberland. Two will answer if he can send no more. They must precede the transports. I am straining every nerve to send troops to take Dover and Clarksville. Troops are on their way. All we want is gunboats to precede the transports. Show him this.

H. W. HALLECK,
Major-General.

Brigadier-General CULLUM,
Cairo, Ill.

[Telegram.]

BALTIMORE, February 12, 1862.

The following dispatches relate to Federal movements in Tennessee. The Southern papers contain following interesting items:

LYNCHBURG, VA., February 10.—The Lynchburg Virginian has received a private dispatch from Chattanooga dated on the 9th instant, which states that the Federal gunboats reached Florence about 4 o'clock p. m. yesterday. Troops were landed and the town occupied by them. They went up within a mile of Tuscumbia, Ala., last night. This morning they left and took to their gunboats. A later dispatch to the Virginian from Chattanooga, dated to-day, says the reported fight at Bear Creek is untrue. The Lincolnites had again returned to Florence. No bridges had been burned on the railroad. Communication was entirely cut off between Chattanooga and Memphis. The Federals are landing at Eastport, Miss., 30 miles below Florence on the Tennessee River.

MEMPHIS, TENN., *February 10*.—The Federal gunboats passed down the Tennessee River from Florence yesterday and carried off large quantities of Government stores. The Florence steamers, *Robb* and *Dunbar*, are safe. They ran up Cypress Creek at the approach of the enemy. No injury was done to private property or to the railroad. The enemy is expected back soon. About 500 Federal cavalry were landed from the gunboats.

SAVANNAH, HARDIN COUNTY, TENN., *February 10*.—About 10 o'clock yesterday the railroad bridge over the Tennessee River was held by 250 Federals. The work had not been injured by the enemy. They say that within two weeks they will have possession of the entire road.

NASHVILLE, *February 10*.—Passengers who arrived here this evening by steamboat state that our scouts report that the Federal infantry and cavalry were within 4 miles of Fort Donelson on yesterday. Other passengers say that the Federal gunboats were in sight of the fort on yesterday. A private dispatch from Clarksville to-day says that Fort Donelson is safe and can not be taken. The Federals destroyed several spans of the bridge at Florence connecting with Tusculumbia. There were six steamboats at Florence, two of which were captured. The other four were set on fire and burned by the citizens of Florence. A private dispatch received this evening from Decatur says everything is quiet. The trains will run regularly on the Memphis and Charleston Railroad.

NEW ORLEANS, *February 10*.—Private and general dispatches sustain the report that reconnoitering gunboats had gone up the Tennessee River as high as Florence.

NASHVILLE, *February 10*.—A private dispatch received last night from Florence states that the gunboats had left that place. Fort Donelson had been largely reinforced but no advices received of movements there.

FULTON.

Captain Fox.

Letter from the Assistant Secretary of the Navy to the Secretary of War, transmitting dispatch from Flag-Officer Foote, U. S. Navy, regarding the urgent need of men.

NAVY DEPARTMENT, *February 12, 1862.*

SIR: I have the honor to subjoin a telegraphic dispatch from Flag-Officer Foote, from the tenor of which you will perceive that the matter demands immediate attention.

I am, with high respect, your obedient servant,

G. V. Fox,
Assistant Secretary Navy.

Hon. E. M. STANTON,
Secretary of War.

[Enclosure.]

CAIRO, *February 11.*

I trust that the 600 seafaring men will immediately be sent to us. I am off again to-night with other gunboats and have to transfer the men again, which causes the greatest dissatisfaction among them and 30 have run from one steamer to avoid transfer. We suffer for want of men.

A. H. FOOTE,
Flag-Officer.

Semiofficial letter from Commander Sanford, U. S. Navy, to Flag-Officer Foote, U. S. Navy, regarding ordnance matters.

CINCINNATI, February 12, 1862.

MY DEAR FLAG-OFFICER: I have but a few moments in which to write. I am so busy that I have not the leisure even to take my regular meals. However, that is nothing to the point. What I want to say is, that you have my most hearty, sincere, and cordial congratulations on your recent victory, and I have to regret at same time that I was not with you.

I am pushing up the work on the *Arkansas* and expect to leave here Saturday evening.

I telegraphed to Pittsburg and Washington for 8-inch guns immediately upon the receipt of your telegram and have them, from Washington, to be expressed on at once. One of their guns I intend for the *St. Louis*; she has but two.

I have just got telegram from Captain Pennock. About 200 additional rounds to be put up at Pittsburg arsenal, making in all 500 for each gun. Whew! I pity the poor guns. The ammunition boats have large and splendid shell rooms and magazines. I trust that what I have done to these boats will meet with your approval and my good friend Pennock. It is no small matter, I can tell you, to fit up such things as these river boats for 800 men and magazines on one and magazines on the other.

Permit me to suggest the propriety of a guard of 30 soldiers being obtained from the Army to do duty as marines. The boats will, in my judgment, absolutely need them. I shall want about five sentries on mine to make all secure. A second lieutenant could be placed over them.

I wrote to General Ripley some days since for 300 more swords; 200 of these to be distributed to gunboats, additional to what they have, and 50 to each of the ammunition boats. I am putting a stiff piece of timber on guards either side forecastle to receive bolts for breechings, side tackles, etc., for a 32-pounder. If you did not think it absolutely necessary for me to come down with the boats I would go to Pittsburg about the ammunition, but I suppose it is proper that I should come down with them.

I can not get flatboatmen. They have all gone into the Army. I propose sending a first-rate man to Pittsburg to drum up some. I am told that my best chance is there.

I shall have to leave nearly all my accounts here unsettled. At the moment that I can get the stores, etc., on board, shall be off.

Captain Constable, Mr. Wilson writes me, has resigned.

I have had 50 mess cloths made by Haggarty, on a venture, for the ammunition boats; not enough, but feared that Captain Pennock might have some spare ones, and did not wish to load the Government with any unnecessary extras.

Yours, sincerely,

J. P. SANFORD,
Ordnance Officer, Flotilla.

[Telegram.]

CAIRO, *February 12, 1862.*

One mortar mounted to-day. Fifteen men arrived from St. Louis.
Flatboat expected from Cincinnati.

A. H. KILTY,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Letter from Lieutenant Wise, U. S. Navy, to the President, transmitting drawing showing a mounted mortar.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, February 14, 1862.

SIR: I have the honor to transmit the drawing, showing the manner by which the 13-inch mortars have been mounted on board the squadron commanded by D. D. Porter, U. S. Navy.

I have likewise forwarded a copy of the drawing to Flag-Officer Foote, at Cairo.

I am, with high respect, your obedient servant,

H. A. WISE,
Assistant Inspector Ordnance, U. S. Navy.

The PRESIDENT.

[Telegram.]

CAIRO, *February 14, 1862.*

(Received 10 a. m., 15th.)

Three platforms on mortar boats finished to-day and ready for beds to-morrow.

Four mortar boats, equipped and manned, started up the river to-day, but the strength of the current and deficient power of towboats prevented their making headway.

Arrangements are being made for additional power, and we hope they will be off to-night.

A. H. KILTY,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, *February 15, 1862.*

(Received 10:30 a. m., 16th.)

Three more mortars mounted to-day and boats equipped ready for service.

Twenty-three recruits from St. Louis arrived to-day.

A. H. KILTY,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Instructions from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, regarding the status of officers of the Western flotilla in relation to pension and discharge.

NAVY DEPARTMENT, *February 15, 1862.*

SIR: Your letter of the 10th instant in relation to disabled officers has been received. The act of April 23, 1800, provides that "every officer, seaman, or marine disabled in the line of duty shall be entitled to receive for life, or during his disability, a pension from the United States." The officers appointed by you under the authority of the Department are entitled to the benefit of this law.

Those who have been disabled by wounds or other casualties, in the line of their duty, should not be summarily discharged without being afforded a reasonable time to provide for themselves.

With respect to discharges for disability so incurred, you will use a discretion and enquire into the circumstances in each individual case. The Department has no authority to allow for "clothing destroyed under action."

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer ANDREW H. FOOTE,
Commanding Naval Forces, Cairo, Ill.

Surrender of Fort Donelson, Tenn., February 16, 1862.

[Telegram.]

ST. LOUIS, *February 11, 1862.*

I think some of the gunboats should be sent up the Cumberland with the least possible delay to attack Fort Donelson. Troops will be waiting at Paducah to follow them. It is of vital importance that Fort Donelson [be] reduced immediately.

H. W. HALLECK,
Major-General.

Flag-Officer A. H. FOOTE.

Letter from the Assistant Secretary of War to Flag-Officer Foote, U. S. Navy, advising communication with Major-General Halleck regarding orders of Brigadier-General Grant.

ST. CHARLES HOTEL,
Cairo, February 11, 1862.

DEAR SIR: Would it not be well for you to telegraph General Halleck the order of General Grant in regard to movement of the gunboat *Carondelet* and of the boats under Lieutenant Phelps, informing him that you will not be able to leave before to-morrow night or next morning, under order of General Grant, and ask whether the boats now in Tennessee River, including the *Carondelet*, had not better remain there until you are ready and all forces in condition to make a successful move?

He may be making arrangements with General Buell that will render it necessary to have a few boats to sustain the column of his land forces within reasonable distance of Fort Donelson.

Yours, respectfully,

THOMAS A. SCOTT.

Flag-Officer A. H. FOOTE, U. S. Navy.

Report of Commander Walke, U. S. Navy, commanding U. S. S. *Carondelet*, regarding instructions received from Brigadier-General Grant, U. S. Army.

U. S. GUNBOAT *CARONDELET*,
Paducah, February 10, 1862.

SIR: I received instructions from General Grant this evening to proceed with this vessel to Fort Donelson, on the Cumberland River, to cooperate with our army in that vicinity. I expect to meet you before I reach there. The *Alps* will take me in tow. I will coal at Paducah. General Grant will send the *Tyler*, *Lexington*, and *Conestoga* after me.

We heard that you were on your way to Fort Donelson, but I hear no tidings of you here to-night.

The *Tyler* had just returned from up the Tennessee River as far as navigable. She, with the *Lexington* and *Conestoga*, destroyed or captured all the enemy's boats, broke up their camps, and made a prize of their new gunboat.

I write this in anticipation of not seeing you before I leave here, as I am (or the *Carondelet* is) very slow, and General Grant desires that I should be at Fort Donelson as soon as I can get there. But I hope you will overtake me, or send me your orders on this occasion, as I am now acting upon your general instructions, repeated at Fort Henry.

I expected to send this letter from here to-night, but I am disappointed in this also.

Most respectfully and truly, your obedient servant,

H. WALKE,

Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,

Commanding U. S. Naval Forces, Western Waters.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Phelps, U. S. Navy, for the movement of gunboats up the Cumberland River for cooperation with the Army.

CAIRO, *February 10, 1862.*

SIR: It is important that all the available gunboats should immediately proceed up the Cumberland River and in cooperation with the army make an attack on Fort Donelson, and then proceed up to Clarksville and destroy the bridge, thus preventing all communication of the rebels between Bowling Green and Columbus, as well as their communication or means of sending troops to the Tennessee River. Of this you are well aware. I want you, therefore, with the

Conestoga, to meet me here, and I will take two or three of the armored boats with me and then proceed up the Cumberland in the furtherance of these views.

I regret that the want of men will render this expedition less efficient than it should be, considering its object, but I trust that we may accomplish all that is required.

I hope that you will come down to Cairo immediately on receiving this communication.

Show this letter to Commander Walke, if he is still at Fort Henry; if he is not there, show it to General Grant or to General McClelland.

I am, respectfully, yours,

[A. H. FOOTE],
Flag-Officer.

Lieutenant Commanding S. L. PHELPS.

[Telegram.]

CAIRO, ILL., *February 17, 1862.*

The *Carondelet* has just arrived from Fort Donelson and brings information of the capture of that fort by the land forces yesterday morning, with 15,000 prisoners. Johnson and Buckner taken prisoners; loss heavy on both sides. Floyd escaped with 5,000 men during the night. I go up with the gunboats, and as soon as possible will proceed up to Clarksville. Eight mortar boats are on their way, with which I hope to attack Clarksville. My foot is painful, but not dangerous. The army has behaved gloriously. I shall be able to take but two ironclad gunboats with me, as the others are disabled. The trophies of war are immense and the particulars will soon be given.

A. H. FOOTE,
Flag-Officer.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

U. S. FLAGSHIP ST. LOUIS,
Near Fort Donelson (via Paducah), February 15, 1862.
(Received February 16, 1862.)

I made an attack on Fort Donelson yesterday at 3 o'clock p. m., with four ironclad gunboats and two wooden ones, and after one hour and a quarter severe fighting, the latter part of the day within less than 400 yards of the fort, the wheel of this vessel and the tiller of the *Louisville* were shot away, rendering the two boats unmanageable. They then drifted down the river. The two remaining boats were also greatly damaged between wind and water, this vessel alone having received 59 shots and the others about half that number each. There were 54 killed and wounded in this attack, which we have reason to suppose would, in fifteen minutes more, could the action have been continued, have resulted in the capture of the fort bearing upon us, as the enemy was running from his batteries when the two

gunboats helplessly drifted down the river from disabled steering apparatus, as the relieving tackles could not steer the vessels in the strong current, when the fleeing enemy returned to the river battery guns from which they had been driven and again hotly poured fire upon us. The enemy must have brought over twenty guns to bear upon our boats from the water battery and the main fort on the hill, while we could only return the fire with twelve bow guns from the four boats. One rifled gun aboard the *Carondelet* burst during the action.

The officers and men in this hotly contested but unequal fight behaved with the greatest gallantry and determination, all deploring the accident rendering two of our gunboats suddenly helpless in the narrow river and swift current. On consultation with General Grant and my own officers, as my services here until we can repair damages by bringing up a competent force from Cairo to attack the fort, are much less required than they are at Cairo, I shall proceed to that place with two of the disabled gunboats, leaving the two others here to protect the transports and with all dispatch prepare the mortar boats and the *Benton* with other boats to make an effectual attack upon Fort Donelson.

I have sent the *Tyler* to the Tennessee River to render impassable the bridge, so as to prevent the rebels at Columbus reinforcing their army at Fort Donelson.

A. H. FOOTE,

Flag-Officer, Comdg. Naval Forces, Western Division.

Hon. GIDEON WELLES,

Secretary Navy.

[Report of same date and like tenor sent to Major-General Halleck.]

Report of Flag-Officer Foote, U. S. Navy, transmitting list of casualties.

FLAGSHIP ST. LOUIS,

Near Fort Donelson, Cumberland River, February 15, 1862.

SIR: I have the honor to report to the Department that at the urgent request of Major-General Halleck and General Grant, who regarded the movement as a military necessity, although, not in my opinion properly prepared, I made an attack on Fort Donelson yesterday, the 14th instant, at 3 p. m., with four ironclad and two wooden gunboats, the *St. Louis*, *Carondelet*, *Louisville*, and *Pittsburg*, and the *Tyler* and *Conestoga*; and after a severe fight of an hour and a half, being, in the latter part of the action, less than 400 yards from the fort, the wheel of this vessel, by a shot through her pilot house, was carried away, and the tiller ropes of the *Louisville* also disabled by a shot, which rendered the two boats wholly unmanageable. They drifted down the river, relieving tackles not being able to steer or control them in the rapid current. The two remaining boats, the *Pittsburg* and *Carondelet*, were also greatly damaged between wind and water and soon followed us, as the enemy rapidly renewed the fire as we drifted helplessly down the river. This vessel, the *St. Louis*, alone received 59 shots, 4 between wind and water, 1 in the pilot house mortally wounding the

pilot, and others, requiring some time to put her in repair. There were 54 killed and wounded in this attack, which, notwithstanding our disadvantages, we have every reason to suppose would, in fifteen minutes more, could the action have been continued, have resulted in the capture of the two forts bearing upon us, as the enemy's fire materially slackened and he was running from his batteries when the two gunboats helplessly drifted down the river from disabled steering apparatus, as the relieving tackles could not control the helm in the strong current, when the fleeing enemy returned to their guns and again boldly reopened fire upon us from the river batteries which we had silenced.

The enemy must have brought over twenty heavy guns to bear upon our boats from the water batteries and the main fort on the side of the hill, while we could only return the fire with twelve bow guns from the four boats. One rifled gun aboard the *Carondelet* burst during the action.

The officers and men in this hotly contested but unequal fight behaved with the greatest gallantry and determination, all deploring the accident rendering two gunboats suddenly helpless in the narrow river and swift current.

On consultation with General Grant and my own officers, as my services here, until we can repair damages, by bringing up a competent force from Cairo to attack the fort, are much less required than they are at Cairo, I shall proceed to that point with two of the disabled boats, leaving the two others here to protect the transports, and with all dispatch prepare the mortar boats and *Benton*, with other boats, to make an effectual attack upon Fort Donelson. I have sent the *Tyler* to the Tennessee River to render impassable the bridge, so as to prevent the rebels at Columbus reinforcing their army at Fort Donelson. I am informed that the rebel batteries were served with the best gunners from Columbus.

I transmit herewith a list of casualties.

Very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces on the Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Casualties.

St. Louis.—Killed: Charles W. Baker, ship cook; F. A. Riley, pilot. Wounded: Flag-Officer A. H. Foote; R. G. Baldwin, pilot; Charles Smith, boatswain's mate; Antonio Calderio, Thomas Kirkham, seamen; R. H. Medill, carpenter; U. S. Coon, John Thompson, seamen.

Carondelet.—Killed: Albert Richardson, Joseph G. Laycock, Albert Markham, William Duff, seamen. Wounded: William Hinton, pilot (since dead); Samuel S. Brooks, second assistant engineer; Owen Canty, James Plant, James Bivins, Patrick Laughlin, Edward Green, Owen Couly, Henry Smith, Pat Sullivan, John Owen, William B. Roney, seamen; Thomas Burns, captain of gun; James McFadden, seaman; John Doherty, second master; John Diamond, Amos Dutch, seamen; John McBride, ship's cook; Richard Mahoney,

quartermaster; Richard O'Brien, William Johnson, Patrick O'Brien, William Thielman, Benjamin Edger, Henry Anderson, Daniel F. Charles, John Doughty, John Murphy, John M. Connell, seamen.

Pittsburg.—Wounded: Charles Merwin, George Smith, seamen.

Louisville.—Killed: James Curtis, E. W. Avilla, Charles Billips, John Williams, seamen. Wounded: Michael Kelly, E. J. Collins, William Higgins, John Paul, Charles Might, ordinary seamen.

Report of Flag-Officer Foote, U. S. Navy, from Cairo, Ill., transmitting reports referring to matters before and after the attack.

CAIRO, *February 17, 1862.*

SIR: I forwarded a dispatch this morning announcing the fall or capture of Fort Donelson by the army.

I leave immediately with a view of proceeding to Clarksville with eight mortar boats and two ironclad boats, with the *Conestoga*, wooden boat, as the river is rapidly falling. The other ironclad boats are badly cut up and require extensive repairs. I have sent one of the boats already since my return and ordered a second to follow me, which, with eight mortars, hope to carry Clarksville.

I have no further information than communicated by telegram this morning.

Enclosed are papers from Commanders Walke and Dove, referring to matters the day before and the day after our attack upon Fort Donelson, which fort we badly disabled in the fight of the 14th.

My foot is much inflamed, but, with care, the surgeon considers, will soon be better, as I have two days' rest aboard the *Conestoga* before reaching Clarksville.

I leave Fleet Captain Pennock in charge, who is performing excellent service, but we are sadly in want of men. I have ordered 150 carpenters to repair damages.

The Department will please excuse this hasty communication, as I must leave immediately, and every moment of my time is occupied.

I have the honor to be, very respectfully,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I have ordered Lieutenant Sanford, on his return with the ammunition steamers now at Cincinnati, to inform the Ordnance Department of the loss or disabling of our guns and gun carriages. Please inform that department.

A. H. F.

[Enclosures.]

U. S. GUNBOAT CARONDELET,
Near Fort Donelson, Cumberland River, February 15, 1862.

SIR: I arrived here (towed by the *Alps*) on the 12th instant, about 11:20 a. m., and seeing or hearing nothing of our army, I threw a few shell into Fort Donelson to announce my arrival to General Grant, as he had previously desired. I then dropped down the river a few

miles and anchored for the night, waiting General Grant's arrival. On the morning of the 13th instant, I weighed anchor and came again to this place, when I received a dispatch from General Grant notifying me of his arrival the day before, and succeeded in getting position almost entirely investing the enemy's works. "Most of our batteries" (he writes) "are [now] established, and the remainder soon will be. If you will advance with your gunboats at 10 o'clock a. m., we will be ready to take advantage of every diversion in our favor." I immediately complied with these instructions by throwing some 139 15-second and 10-second shell into the fort, receiving on return the enemy's fire from all their batteries, most of their shot passing over us, and but two striking us, one of which was 128 pounds solid [shot]. It passed through our port casemate forward, glancing over our barricade at the boilers, and again over the steam drum, it struck and, bursting our steam heater, fell into the engine room without striking any person, although the splinters wounded slightly some half dozen of the crew. I then dropped down to this anchorage, but, the sound of distant firing being heard, we again attacked the fort, throwing in some 45 shell and receiving but little damage.

I returned to this place to await for further orders, when I received a second dispatch from General Grant that you were expected on the following morning.

I am, sir, most respectfully, your obedient servant,

H. WALKER,

Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,

Commanding U. S. Naval Forces, Western Waters, Cairo, Ill.

U. S. GUNBOAT LOUISVILLE,
Off Dover, February 16, 1862.

SIR: At 2:30 p. m. yesterday, shortly after your departure, I received the enclosed dispatch (No. 1) from General Grant.

It seemed of so much importance for us to keep up a show of force that I decided not to accompany the *Pittsburg* down the river.

I immediately went on board the *Carondelet* and *St. Louis* to see their condition and consult with their commanders.

The *Carondelet* could not well be moved, but I ordered up the *St. Louis* and followed up with this vessel. The *St. Louis* threw a few shells, and toward dark both vessels returned to their former anchorage.

At 8:30 p. m. yesterday I received the dispatch marked No. 2, and early this morning went on board the vessels to give instructions.

The condition of the *Carondelet's* wounded would not allow them to be moved or the guns to be used. I sent my own and those of the *St. Louis* on board of one of the transports and got underway, steaming up toward the batteries at Fort Donelson, both vessels cleared for action.

On approaching near enough two white flags were seen flying from the upper one. I then stopped the gunboats and proceeded in the tug with a white flag flying, and landed at the foot of the hill below the fort. I was met by a major, who offered me his sword, which I de-

clined to receive, thinking it most proper to consult with General Grant. I took the major on board the tug and proceeded up to General Buckner's headquarters, where I found General Wallace and his aids. General Grant arrived about a half hour afterwards. The fort had surrendered, but what were the conditions I was not officially informed.

The transports are all up at Dover to receive the prisoners.

The *Carondelet*, being most disabled of the gunboats, will go down this afternoon.

I will remain here with this vessel and the *St. Louis* until further orders, or until the fall of the river compels me to go down. The *St. Louis* will make a short reconnoissance up the river, at General Grant's suggestion, this afternoon. This vessel will remain off the town.

The *Graham* arrived to-day with the mortar and gunboat ammunition.

Very respectfully, your obedient servant,

BENJ. M. DOVE,
Commander.

Flag-Officer A. H. FOOTE,
Commanding Mississippi Flotilla.

Testimony of Major-General L. Wallace, in the case of Commander Dove, U. S. Navy.

Interrogatory 1. Please state your name and rank in the U. S. Army.

Answer. Lewis Wallace. I have the honor to be a major-general in the U. S. Army.

Question 2. In what service during the rebellion have you engaged in which Commander Dove took part?

Answer. In the combined expedition which resulted in the capture of Forts Henry and Donelson.

Question 3. Please state to the board, from what you saw of him at Donelson or other places on the Cumberland and Mississippi rivers, your opinion as to his conduct and abilities; also as to his judgment.

Answer. I am a poor sailor and must be permitted to judge Commander Dove by results.

I recollect well—indeed, I shall always remember—the disappointment of the army at Donelson when Commodore Foote's attack upon the water battery failed.

Our first news of the affair was that the ironclads had all been disabled, and, with the commander, gone down to Cairo for repairs. Next day in the afternoon, if my memory is right as to the time, General Charles F. Smith and myself, under orders, assaulted the rebel line, he on the left of our position, I on the right. While my division was engaged, the guns of the fleet opened fire again.

I recollect yet the positive pleasure the sounds gave me. I recollect thinking, too, of the obstinacy and courage of the commodore, and how well timed his attack was, if, as I made no doubt, it was made to assist General Smith and myself—I say the commodore, for at the moment I supposed him yet in command.

Now, as to whether the attack was of assistance to us, I don't think there is room to question it. It distracted the enemy's attention, and I fully believe it was the gunboats, the awful ironclads especially, that operated to prevent a general movement of the rebels up the river, or across it, the night before the surrender.

That opportune attack by the fleet was, I thought, and yet think, of very great assistance, both in bringing about the surrender so early and in producing for the reason given the net result in the way of prisoners, and that it saved to the ironclads their reputation for invincibility in the minds of both the national and rebel armies—a reputation based upon the astonishing success at Donelson—is, I think, equally indisputable.

Had the fleet not made an appearance that way, or had it gone down the river with the commodore, we would have had the same difficulties upon the Tennessee River when the expedition was subsequently extended up to Savannah and Pittsburg Landing as now almost close the Mississippi.

At the time I was not aware who was in command of the fleet. Since that I have been informed it was my gallant friend, Commander Dove. I can not help believing that the navy on the Western rivers was as much indebted to him for his promptitude and judgment at Donelson as were General Smith and myself, and General Grant with us.

Question 4. Please state to the board under what circumstances you met Commander Dove on the morning of February 16, 1862.

Answer. At daybreak that morning, on the extreme right of our lines, I formed my division for an assault upon the rebel works.

The formation was in progress when a white flag was brought out, and the officer in charge, a Major Rogers, of the Second rebel Mississippi, reported as enquiring for me. I rode forward and met him. He had been sent by General Buckner to inform me, as commanding officer on the right, that he had capitulated during the night.

Upon this I instantly ordered my command to advance and take possession of the enemy's works and secure the prisoners and public property.

Sending Major [W. E.] Rogers under escort of one of my aids to General Grant, I rode into Dover to General Buckner's headquarters.

I found the general, with his staff, at breakfast. Before the war he and I, and everyone at the table, had been friends, between whom, on several occasions, military courtesies had been interchanged. By invitation, I joined the party and breakfasted with them while waiting for General Grant.

We had been thus engaged, eating and talking the battles over, for probably three-quarters of an hour, when an officer of the fleet was announced, and Commander Dove entered.

After introducing himself to Buckner, he addressed some enquiries to me, relative, I think, to the capitulation and its terms. I explained the situation to him, and told him that I was waiting for General Grant. After some general conversation I think he retired.

His appearance surprised me, and I remember giving way to some jealous suspicions. I even called the attention of Lieutenant [Addison] Ware, one of my aids, to the commander's promptitude, and remarked that the navy seemed to be abroad very early; they were looking for swords, perhaps. I flattered myself, however, that this time I had been about three-quarters of an hour ahead of him.

This is about all the circumstances that I now recall having reference to Commander Dove.

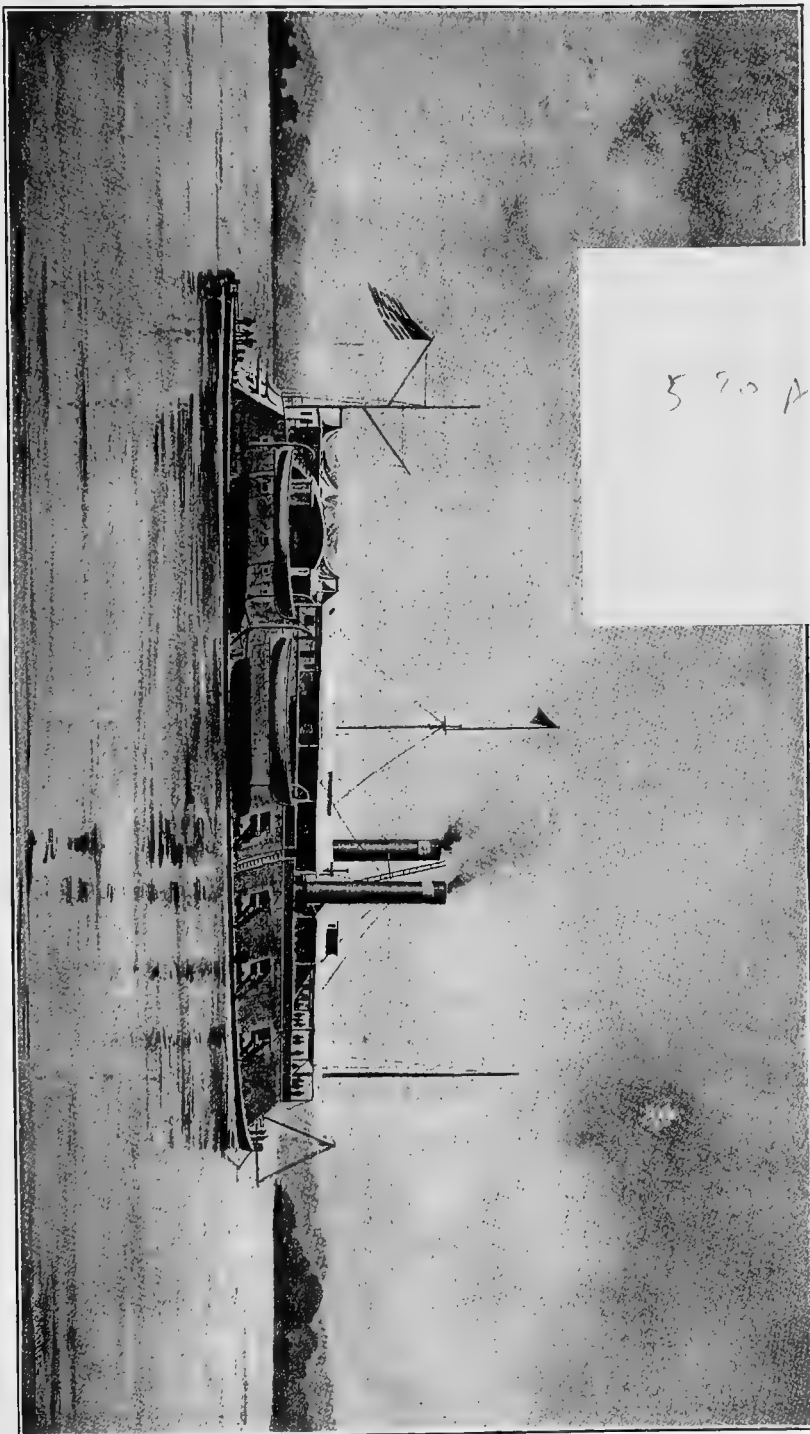
LEW WALLACE,
*Major-General Eighth Army Corps
and Commanding Middle Department.*

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet.

U. S. GUNBOAT CARONDELET,
Cumberland River, February 15, 1862.

SIR: I hereby report the part which the gunboat *Carondelet* took in the bombardment of Fort Donelson on the 14th instant.

5 9.0 A



UNITED STATES STEAMER LOUISVILLE.

Agreeable to your instructions we weighed anchor at 2 p. m. and steamed up the river, slowly approaching the fort and keeping a little in advance of our position, on your extreme left, against the eastern bank of the river.

At 3 p. m. commenced firing at about a mile distant from the fort, continuing a deliberate and well-directed firing from the instant your vessel commenced, and keeping up the same until about 5:30 p. m., and until all the fleet had dropped down the river out of the enemy's range.

During the engagement one of our rifled guns burst, at about 5 p. m., our officers and men serving the remaining two guns faithfully as long as the enemy were within reach. We suffered most severely in the latter part of the action, being disabled by a shot striking our wheelhouse and jamming the wheel, and being the last out of the enemy's reach.

I am sorry to add that an 8-inch shell, apparently from our flotilla, burst astern of us, the fragments of which penetrated our casemate. We were struck with 35 of the enemy's shot, 128-pounders to 32-pounders, solid. Four of our crew were killed and 32 wounded, some dangerously, one of whom is our pilot. In all, 46 wounded since the battle and capture of Fort Henry. Our boats are so much cut up that I have but one fit for service. We leak badly forward and aft, and require extensive repairs above and below watermark, and in almost every department.

The officers and crew (on duty) conducted themselves with admirable coolness and fidelity during the engagement. But I must, in justice to J. R. Hall, gunner, U. S. Navy, and Edward E. Brennand, master's mate, state that their intrepid and efficient conduct, under all emergencies, deserves my highest commendation.

We are in want of coal, provisions, and ammunition.

I have the honor to be, sir, most respectfully, your obedient servant.

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces, Western Waters.

P. S.—As we dropped out of the action, the *Pittsburg*, as she turned, struck us on our starboard quarter and broke off our starboard rudder iron.

H. WALKE.

[The retained copy of this report in the Walke papers contains an additional postscript, as follows:]

P. S.—The above 8-inch shell was fired from the gunboat *Tyler* and exploded a short distance astern of us, and a fragment (which is in my possession) struck the *Carondelet* and penetrated her stern casemating, from whence it was taken by the carpenters when they were repairing the *Carondelet* at Mound City.

H. WALKE.

Report of Lieutenant Thompson, U. S. Navy, commanding U. S. S. *Pittsburg*.

U. S. GUNBOAT *PITTSBURG*,
Cairo, Ill., February 17, 1862.

SIR: I would respectfully report to you my movements from Tuesday evening, 11th instant, to date, including my participation in the attack by the gunboats on Fort Donelson.

Underway.—At Cairo, Tuesday, 7:15, p. m., we got underway, in company with the *St. Louis* (flagship) and *Louisville*, and started up the Ohio River.

Accident to boiler.—Wednesday, 2:45 p. m., a bolt came out of the boiler, which did not prevent the boat's running, as, owing to the skill and activity displayed by the chief engineer, the boiler was repaired sufficiently well to prevent our being left behind to make repairs, so, at 4 o'clock, we were ready to continue up the river in company with the other boats of the flotilla.

Alarm of fire.—While those repairs were being made an alarm of fire was given, owing to the bulkhead on the starboard side of the engine taking fire from its too close proximity to the boiler. Prompt action in extinguishing the fire saved us, perhaps, from a fearful calamity.

Pilot.—At Paducah we took on board another pilot, who remained with us until Saturday, 15th, 2 p. m., when I allowed him to be transferred to a transport in need of the services of a pilot.

Wednesday, 12th.—Wednesday, 12th, 8 p. m., arrived at Smithland, at the mouth of the Cumberland River, and there took another pilot, who was dismissed on our return to Smithland on Monday, 17th, at 3:20 p. m.

Thursday, 13th, protection to boilers.—Thursday, 13th, had 100 bread bags filled with coal and stowed around the boilers as likely to afford some protection to the latter against shot. Subsequently, during the day, increased that protection by adding the men's hammocks to the coal bags.

Anchored 2 miles from Donelson.—10:15 p. m. came to anchor during a heavy fall of snow alongside the *Carondelet*, about 2 miles this side of Fort Donelson.

Friday, 6:30 a. m., carpenter and his men at work preparing cots.

2:10 p. m., weigh anchor and start toward the fort, gradually approaching same, in company with the other gunboats, until at 2:40 p. m., we fired a round of 15-second shell from our three bow guns. Still approaching with caution nearer and nearer to the fort, we continued firing shell, reducing the 15-second to the 5-second fuze, until within about 450 yards of the fort, up to which time, 4:15 p. m., we had expended 111 rounds of powder, throwing 105 shells and 6 rounds of grape, when, discovering that the flagship had fallen astern and all the other boats but one were drifting out of range, and that we could not float much longer from the way the boat was making water, I fell downstream and only kept afloat long enough to get out of the range of the enemy's guns by running my guns aft, thus lightening her at the bow, where she had received two large shot between wind and water. That was the termination of my action in that affair, which lasted just one hour and thirty-five minutes.

Injuries.—The injuries sustained by the boat are numerous, having received at least 30 shots. The principal disasters are the two shot

holes on bow, already alluded to. The next in importance, perhaps, is a 128-pound round shot through the pilot house, in which at the time were the four pilots, none of whom were injured. The probable cause of that shot entering is owing to the pilot house having been previously struck by a rifle shot near the same spot, which shot parted and thus weakened the joints of the iron plates in that particular locality.

Another shot entered the middle bow port, and passed out at the stern, through the cabin, first cutting its way through a stack of hammocks and coal bags, escape pipe, wheelhouse, etc., not touching a man.

We are fortunate in having to report but 2 men severely wounded and not a man killed. The names of the wounded are George Smith, 2d, seaman, whom it was difficult to draw from his gun after receiving his wounds, he insisting that he could still go on fighting. The other, quite as brave a seaman, Thomas Merwin by name, had his skull fractured; he also wished to join in the fight again after being for a few moments in the hands of the surgeon. Both men are doing as well as could be expected.

During the whole time of engaging with the enemy, both officers and men (the majority of each for the first time under fire) behaved with proper coolness, and would gladly, I believe, if our disabled condition had not precluded the possibility of it, have continued the action with gusto, appearing to have just reached the height of the fighting point when we were compelled to drop downstream.

The two men wounded, I believe to have been struck by pieces of one of the cast-iron chocks which was hit by one of the many balls received in and around that quarter.

The pumps on board were not sufficient to keep the boat afloat, nor had we material of which to construct others. Had this been the case we might in a short time have put the boat in a condition to renew the attack, if desirable, for a while longer. At 4:15, after dropping down the river about a mile and a half, we made the boat fast to the shore; had leaks stopped by working steadily through the night as well as the work could be done under the circumstances. Remained here until Saturday, 2:15 p. m., when we got underway for Cairo. 9:45 p. m. came to anchor about 35 miles above Smithland, the fog rendering it dangerous to run.

Sunday, 16th, 1:35 p. m.—Got underway again for Cairo. 3:15, joint of the safety valve loosened, causing steam to escape so fast as to fill the gun deck in a few moments. Having repaired valve, at 11:30 got underway, and Monday, 17th, 3:20 a. m., arrived at Smithland and sent ashore the pilot, as before stated; continued on our way down the river until 9:50, when we arrived at Cairo, having been absent, say, five days and fourteen hours.

Referring to the accompanying communications from the engineer and carpenter of the boat, I remain, sir,

Most respectfully, your very obedient servant,

EGBERT THOMPSON,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,
Cairo, Ill.

[Enclosure.]

U. S. GUNBOAT PITTSBURG,
Cairo, February 17, 1862.

SIR: I have the honor to inform you that the gunboat *Pittsburg* has received a shot in each bow, just opposite the forward casemate, which will require us to be raised 3 feet out of water to be repaired. The plank-sheer is also shattered in two places by shot on the starboard side. There are three sections of the pilot house seriously injured and some of the other sections broken, and must be repaired.

The signal staff and the after flagstaff shot away and joiner work of wheelhouse. The starboard hammock netting, the hammock lockers aft of the wheelhouse, the midship skylight and signal locker are all more or less injured by shot and want repairing. The deck and beams under the starboard side of pilot house are broken through, and the after casemate is shot through and shattered; also the upper edge of the starboard casemate forward is shattered and the shot lodged.

There are several other damages, such as ironwork on the bows, hawse holes, etc., which require repairs.

It is essentially necessary that all of the above be effectually repaired.

I have the honor to be, very respectfully, your obedient servant,

GEO. W. ROGERS,
Carpenter, U. S. Gunboat *Pittsburg*.
Captain [EGBERT THOMPSON],
Commanding U. S. Gunboat *Pittsburg*.

[Telegram.]

ST. LOUIS, February 15, 1862.

Everything looks well. Grant says we can keep them in till mortar boats arrive. Commodore Foote will immediately return from Cairo with two more gunboats. Troops are moving very rapidly to Fort Donelson.

H. W. HALLECK.

Major-General McCLELLAN.

Letter from Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, commanding U. S. S. *Carondelet*, requesting an advance of gunboats.

HEADQUARTERS, CAMP IN THE FIELD,
Near Fort Donelson, February 13, 1862.

I arrived here yesterday and succeeded in getting positions almost entirely investing the enemy's works. Most of our batteries are now established, and the remainder soon will be. If you will advance with your gunboats at 10 o'clock a. m., we will be ready to take any advantage of every diversion in our favor.

Respectfully, your obedient servant,

U. S. GRANT,
Brigadier-General.

Captain WATKES,
Commanding *Carondelet*, Flotilla.

[Telegram.]

FEBRUARY 16, 1862—1 p. m.

How many mortar boats have left Cairo for Cumberland, and when will they reach there? Please give me the particulars.

GEO. B. McCLELLAN,
Major-General.

Commodore FOOTE.

[Telegram.]

WASHINGTON, D. C., *February 16, 1862—1.10 p. m.*

Sorry you are wounded. How seriously? Your conduct magnificent. With what force do you return? I send nearly 600 sailors for you to-morrow. Give me details

GEO. B. McCLELLAN,
Major-General.

Commodore FOOTE.

Letter from Brigadier-General Grant, U. S. Army, to Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding gunboats coming from Cairo.

HEADQUARTERS NEAR FORT DONELSON,
February 13, 1862.

CAPTAIN: A dispatch just received states that four more gunboats are on their way from Cairo. Will probably arrive to-morrow morning.

Respectfully, etc.,

U. S. GRANT,
Brigadier-General.

Captain WATKE.

P. S.—We are doing well on the land side. How are you?

Report of Brigadier-General U. S. Grant, U. S. Army, commanding army in the field.

FORT DONELSON, *February 16, 1862.*

GENERAL: I am pleased to announce to you the unconditional surrender this morning of Fort Donelson, with 12,000 to 15,000 prisoners, at least forty pieces of artillery, and a large amount of stores, horses, mules, and other public property.

* * * * *

The evening of the 13th the gunboats and reinforcements arrived. On the 14th a gallant attack was made by Flag-Officer Foote upon the enemy's works with the fleet. The engagement lasted probably an hour and a half, and bid fair to result favorably to the cause of the Union, when two unlucky shots disabled two of the armored

boats so that they were carried back by the current. The remaining two were very much disabled, also having received a number of heavy shots about the pilot houses, and other parts of the vessels. After these mishaps I concluded to make the investment of Fort Donelson as perfect as possible, and partially fortify and await repairs to the gunboats. This plan was frustrated, however, by the enemy making a most vigorous attack upon our right wing, commanded by General J. A. McClernand, with a portion of the force under General L. Wallace.

I am, general, very respectfully, your obedient servant,
 U. S. GRANT,
Brigadier-General.

General G. W. CULLUM,
Chief of Staff, Department of the Missouri.

[Enclosure No. 1.]

HEADQUARTERS,
Fort Donelson, February 16, 1862.

SIR: In consideration of all the circumstances governing the present situation of affairs at this station, I propose to the commanding officers of the Federal forces the appointment of commissioners to agree upon terms of capitulation of the forces and post under my command, and in that view suggest an armistice until 12 o'clock to-day.

I am, sir, very respectfully, your obedient servant,
 S. B. BUCKNER,
Brigadier-General, C. S. Army.

Brigadier-General U. S. GRANT,
Commanding U. S. Forces near Fort Donelson.

[Enclosure No. 2.]

HEADQUARTERS,
Fort Donelson, February 17, 1862.

Major Cosby will take or send by an officer to the nearest picket of the enemy the accompanying communication to General Grant, and request information of the point where future communications will reach him. Also inform him that my headquarters will be for the present in Dover.

S. B. BUCKNER,
Brigadier-General.

Have the white flag hoisted on Fort Donelson, not on the batteries.
 S. B. BUCKNER,
Brigadier-General.

[Enclosure No. 3.]

HEADQUARTERS ARMY IN THE FIELD,
Camp near Fort Donelson, February 16, 1862.

SIR: Yours of this date, proposing armistice and appointment of commissioners to settle terms of capitulation, is just received. No

terms except unconditional and immediate surrender can be accepted. I propose to move immediately upon your works.

I am, sir, very respectfully, your obedient servant,

U. S. GRANT,

Brigadier-General, Commanding.

General S. B. BUCKNER,
Confederate Army.

[Enclosure No. 4.]

HEADQUARTERS,

Dover, Tenn., February 16, 1862.

SIR: The distribution of the forces under my command incident to an unexpected change of commanders and the overwhelming force under your command compel me, notwithstanding the brilliant success of the Confederate arms yesterday, to accept the ungenerous and unchivalrous terms which you propose.

I am, sir, your very obedient servant,

S. B. BUCKNER,

Brigadier-General, C. S. Army.

Brigadier-General U. S. GRANT, U. S. Army.

Report of Lieutenant-Colonel James B. McPherson, U. S. Army, Chief Engineer.

ST. LOUIS, Mo., *February 25, 1862.*

SIR: I have the honor to make the following report of operations relating to the capture of Fort Donelson:

From the capture of Fort Henry on the 6th instant until the 12th the time was chiefly occupied in making reconnoissances up the Tennessee River to a short distance above Danville and of the roads leading to Fort Donelson, getting our forces in condition to march against the latter place and awaiting the cooperation of the gunboats.

* * * * *

Our forces sent around by water, preceded by the gunboat *Carondelet*, not having arrived, a messenger was dispatched to Fort Henry for General Wallace to bring over a portion of his division, which was promptly done, and it was assigned a position in the center. Wednesday night the gunboat *Carondelet* arrived, and on Thursday moved up and bombarded the enemy, doing considerable damage and silencing one of his 32-pounder guns.

* * * * *

Thursday evening the gunboats and reinforcements sent by water arrived and it was arranged that the gunboats should move up about 2 o'clock Friday afternoon, silence the water batteries, take a position opposite and near the town of Dover and shell the rebels out of their intrenchments near the river, we at the same time sweeping around with our right and taking possession of a portion of their works, cutting them off from the greater part of their supplies and driving them back upon our center and left, which were strongly posted to prevent their escape. This movement, however, was destined not to be carried into effect on account of the failure of the gun-

boats to silence the water batteries and their being compelled to withdraw after a bombardment of a couple of hours, having experienced considerable damage.

* * * * *

Respectfully submitted.

JAS. B. MCPHERSON,

Lieutenant-Colonel, Aid-de-Camp, and Chief Engineer.

Major General U. S. GRANT,

Commanding U. S. Forces Department Western Tennessee.

Words of congratulation and sympathy sent by Flag-Officer Foote, U. S. Navy, to the survivors on the U. S. S. *Carondelet*.

CAIRO, *February 17, 1862.*

Flag-Officer Foote, the commander in chief of the naval forces on the Western waters, while he congratulates the survivors on board the distinguished gunboat *Carondelet* for their noble conduct in the several actions so bravely fought, also sympathizes with the wounded who have so gloriously periled their lives in honor of the Union and the dear old flag, and also sympathizes with the friends of the gallant dead, who could not have died in a more glorious cause.

Let us thank God from the heart, and say not unto us alone, but unto Thy name, O Lord, belongs the glory of the triumph of our arms.

[Endorsement.]

In the handwriting of Flag-Officer Foote, this communication was sent to the *Carondelet* to Captain Walke, with orders to return it to Flag-Officer Foote after being read, which order was obeyed (a copy having been taken), and recorded in the log book.

Witnesses:

H. WALKE,

Commander, U. S. Navy.

EDWD. E. BRENNAND,

First Master.

Report of Brigadier-General Pillow, C. S. Army.

COLUMBIA, TENN., *February 18, 1862.*

On the 9th instant General A. S. Johnston ordered me to proceed to Fort Donelson and take command of that post. On the 10th instant I arrived at that place. * * *

On the 13th we had quiet, but we saw the smoke of a large number of gunboats and steamboats a short distance below. We also received reliable information of the arrival of a large number of new troops, greatly increasing the strength of the enemy's forces, already said to be from 20,000 to 30,000 strong.

Battle with the gunboats.

On the 13th these reinforcements were seen advancing in their position in the line of investment, and while this was being done six

of the enemy's iron-cased gunboats were seen advancing up the river, five of which were abreast in line of battle, the sixth some distance in the rear. When these gunboats arrived within a mile and a half of our battery they opened fire on the battery. My orders to the officers, Captain Shuster and Captain Stankiewicz, who commanded the lower battery of light guns, and Captain Ross, who commanded the lower battery of four guns, were to hold their fire until the enemy's gunboats came within point-blank range of their guns. This they did, though the ordeal of holding their fire while the enemy's shot and shell fell thick around their position was a severe restraint to their patriotic impulses, but nevertheless our batteries made no response until the enemy's gunboats got within range of their guns. Our entire line of batteries then opened fire. The guns of both were well served. The enemy constantly advancing, delivering direct fire against our batteries from his line of five gunboats, while the sixth boat, moving up in rear of the line, kept the air filled with shells, which fell thick and close around the position of our batteries. The fight continued, the enemy steadily advancing slowly up the river, the shot and shell from fifteen heavy rifled guns tearing our parapets and plunging deep in the earth around and over our batteries for nearly two hours and until his boats had reached within the distance of 150 yards of our batteries.

Having come in such close conflict, I could see distinctly the effect of our shot upon his iron-cased boats. We had given one or two well-directed shots from the heavy guns to one of his boats, when he instantly shrunk back and drifted helpless below the line. Several shots struck another boat, tearing her iron case, splintering her timbers and making them crack as if by a stroke of lightning, when she, too, fell back.

Then a third received several severe shocks, making her metal ring and her timbers crack, when the whole line gave way and fell rapidly back from our fire until they passed out of range. Thus ended the first severe and close conflict of our guns—our heavy guns—with the enemy's gunboats, testing their strength and the power of our heavy guns to resist them.

The shot from our 32-pounder guns produced but little effect; they struck and rebounded, apparently doing little damage. But I am satisfied by close observation, that the timbers of the framework did not and could not withstand the shock of the 10-inch columbiad or 32-pounder rifled guns. These gunboats never renewed the attack.

I learned from citizens living on the river below that one of the injured gunboats sunk and that others had to be towed to Cairo. This information may or may not be true, but it is certain that all of the boats were repulsed and driven back after a most vigorous and determined attack, and that two of the boats were badly damaged and a third more or less injured.

It is difficult to overestimate the gallant bearing and heroic conduct of the officers and men of our batteries, who so well and so persistently fought the guns until the enemy's determined advance brought gunboats and guns into such close and desperate conflict.

* * * * *

We had fought the battle to open our way for our army and to relieve us from an investment which would necessarily reduce us and

the position we occupied by famine. We had accomplished our object, but it occupied the whole day, and before we could prepare to leave, after taking in the wounded and the dead, the enemy had thrown around us again in the night an immense force of fresh troops and reoccupied his original position in the line of investment, thus again cutting off our retreat. We had only about 13,000 troops, all told. Of these we had lost a large proportion in the three battles. The command had been in the trenches night and day for five days, exposed to snow, sleet, mud, and ice and water, without shelter, without adequate covering, and without sleep.

In this condition the general officers held a consultation to determine what we should do. General Buckner gave it as his decided opinion that he could not hold his position half an hour against an assault of the enemy, and said he was satisfied the enemy would attack him at daylight the next morning. The proposition was then made by the undersigned, again to fight our way through the enemy's line and cut our way out. General Buckner said his command was so worn out and cut to pieces, and so demoralized, that he could not make another fight; that it would cost three-fourths its present numbers to cut its way out; that it was wrong to sacrifice three-fourths to save one-fourth; that no officer had a right to cause such a sacrifice. General Floyd and Major Gilmer I understood to concur in this opinion. I then expressed the opinion that we could hold out another day, and in that time we could get steamboats and set the command over the river, and probably save a portion of it. To this General Buckner replied that the enemy would certainly attack him in the morning, and that he could not hold his position half an hour. The alternative of these propositions was surrender of the position and command. General Floyd said he would not surrender the command, nor would he surrender himself prisoner. I had taken the same position. General Buckner said he was satisfied nothing else could be done, and that, therefore, he would surrender the command if placed in command. General Floyd said he would turn over the command to me, I passing it to General Buckner, if General Floyd would be permitted to withdraw his command. To this General Buckner consented. Therefore the command was turned over to me, I passing it instantly to General Buckner, saying I would neither surrender the command nor myself. I directed Colonel Forrest to cut his way out. Under these circumstances General Buckner accepted the command, and sent a flag of truce to the enemy for an armistice of six hours, to negotiate for terms of capitulation. Before this flag and communication was delivered, I retired from the garrison.

* * * * *

GIDEON J. PILLOW,
Brigadier-General, C. S. Army.

Captain CLARENCE DERRICK,
Assistant Adjutant-General.

ADJUTANT AND INSPECTOR-GENERAL'S OFFICE,
September 17, 1862.

Official:

JOHN WITHERS,
Assistant Adjutant-General.

Report of Lieutenant-Colonel Gilmer, Chief Engineer, upon the Defenses of Forts Henry and Donelson.

ENGINEER'S OFFICE,
Decatur, Ala., March 17, 1862.

COLONEL: In obedience to General Johnston's orders of January 29, received at Nashville, I proceeded the next day to Fort Donelson and thence to Fort Henry, to inspect the works and direct what was necessary to be done at both.

I arrived at Fort Henry the afternoon of the 31st, when I met Brigadier-General Tilghman, commanding the defenses on the Tennessee and Cumberland rivers. By the exertions of the commanding general, aided by Lieutenant Jos. Dixon, his engineer officer, the main fort (a strong fieldwork of fine bastion front) had been put in a good condition for defense, and seventeen guns mounted on substantial platforms; twelve of which were so placed as to bear well on the river. These twelve guns were of the following description: One 10-inch columbiad, one rifled gun of 24-pounder caliber (weight of ball 62 pounds), two 42-pounders, and eight 32-pounders, all arranged to fire through embrasures formed by raising the parapet between the guns with sand bags, carefully laid.

In addition to placing the main work in good defensive order, I found that extensive lines of infantry cover had been thrown up by the troops forming the garrison, with a view to hold commanding ground that would be dangerous to the fort if possessed by the enemy.

These lines and the main work were on the right hand of the river, and arranged with good defensive relations, making the place capable of offering a strong resistance against a land attack coming from the eastward.

On the left bank of the river there was a number of hills within cannon range that commanded the river batteries on the right bank.

The necessity of occupying these hills was apparent to me at the time I inspected Fort Henry, early in November last, and on the 21st of that month Lieutenant Dixon, the local engineer, was ordered from Fort Donelson to Fort Henry, to make the necessary surveys and construct the additional works. He was at the same time informed that a large force of slaves, with troops to protect them, from Alabama, would report to him for the work, which was to be pushed to completion as early as possible.

The surveys were made by the engineer and plans decided upon without delay, but by some unforeseen cause the negroes were not sent until after the 1st of January last. Much valuable time was thus lost, but under your urgent orders, when informed of the delay, General Tilghman and his engineers pressed these defenses forward so rapidly, night and day, that when I reached the fort (31st January last) they were far advanced, requiring only a few days' additional labor to put them in a state of defense; but no guns had been received that could be put in these works except a few fieldpieces, and, notwithstanding every effort had been made to procure them from Richmond, Memphis, and other points, it was apprehended they would not arrive in time to anticipate the attack of the enemy, which, from the full information obtained by General Tilghman, was threatened at an early day, either at Fort Henry or Fort Donelson,

or possibly on both at the same time. The lines of infantry cover, however, which had been thrown up, were capable of making a strong resistance, even without the desired artillery, should the attack be made on that (the left) bank of the river. Experimental firing with the 10-inch columbiad, mounted in main work, showed a defect in the cast-iron carriage and chassis, which threatened to impair the usefulness of this most important gun. With the ordinary charge of 16 pounds of powder, the recoil was so great as to cause most violent shocks against the rear hurter, threatening each time to dismount the piece. With the aid of an ingenious mechanic, clamps were finally made which served to resist, in some degree, the violence of recoil. With this exception, the guns bearing on the river were in fair working order.

After the batteries of the main work were mounted General Tilghman found much difficulty in getting competent artillerists to man them, and he was not supplied with a sufficient number of artillery officers.

Impressed with the great deficiency in the preparations for defending the passage of the river at Fort Henry, the commanding officer expressed to me his fears that it might cause disaster if the place were vigorously attacked by the enemy's gunboats. This he thought his greatest danger.

In conjunction with General Tilghman, I made every effort during the three days I remained at Fort Henry to get all the works and batteries in as good condition for defense as the means at hand would permit. The third of February we went over to Fort Donelson to do the same. The works there required additions to prevent the enemy from occupying grounds dangerous to the river batteries and the fieldwork, which had been constructed for the immediate defense landward.

It was also important that better protection should be made for the heavy guns (mounted for the defense of the river) by raising the parapet with sand bags between the guns, to give greater protection to the gunners.

The 3d and 4th days of February were devoted to making preparations for this work and locating lines of infantry cover on the commanding ground around the fort.

In the midst of these labors, on the 4th, heavy firing was heard in the direction of Fort Henry, which warned General Tilghman that the enemy had made his attack upon that work. This was soon confirmed by a report from Colonel Heiman, to the effect that the gunboats had opened fire and that troops were being landed on the right bank of the river, $3\frac{1}{2}$ to 4 miles below the fort. The general decided to return to the Tennessee River at once, and expressed, with some anxiety, a wish that I would accompany him. I finally took the responsibility of doing so, with the hope that my professional services might possibly prove useful during the defense. On arriving at Fort Henry, we found the enemy had landed additional troops below, and that every preparation was being made to attack by land and water.

The necessary dispositions for defense were at once entered upon by making a special organization of the troops and assigning commands to the officers.

Early the next morning, 5th February, the troops were drawn out under arms and marched to the respective points each body was to defend; this with a view to insure order in case it became necessary to form promptly in face of the enemy. The main body of the forces was assigned to the defense of the advanced lines of infantry cover, where they were in measure beyond the range of shot and shell from the gunboats, and the troops inside of the main fort were to be limited to the men who had received some instructions in the use of heavy guns and such additional force as could be useful in bringing up full supplies of ammunition. Those assigned to the fort were practiced at the battery under the immediate supervision of the commanding officer, and each one taught, with as much care as possible, his duty in anticipation of the threatened attack.

In such preparations the day was consumed, and it was only at nightfall that the troops were relieved, to seek food and rest, it being quite apparent that the enemy would not attack until next day.

Attack on Fort Henry, 6th February, 1862.

During the early part of the day preparations of the enemy for an advance with his gunboats could be observed from the fort; also the movements of troops at their encampments along the bank of the river below, making it evident that we were to be attacked by land as well as by water.

About half past 11 o'clock one of the gunboats had reached the head of the island, about $1\frac{1}{2}$ miles below our batteries; another soon followed, then a third, and a fourth—all coming as nearly abreast as the width of the river would permit. As soon as this line was formed, a rapid fire was opened upon our works (about half past 12 o'clock), which was returned with spirit by our gunners, who were all at their places, eager for the contest. In a short time after, the rifled cannon burst, killing 3 of the men at the piece and disabling a number of others.

The effect of this explosion was very serious upon our artillerists—first, because it made them doubt the strength of these large guns to resist the shock of full charges, and, secondly, because much was expected from the long range of rifled cannon against the gunboats. Still, all stood firmly to their work under a most terrific fire from the advancing foe, whose approach was steady and constant.

From the rear of their lines a fifth gunboat was observed to be firing curvated shot, many of which fell within the work, but to the rear of our guns. Many shot and shell were lodged in the parapet, making deep penetrations, but in no case passing through unless they struck the cheek of an embrasure. One of the 32-pounder guns was struck by a heavy shell passing through the embrasure. All the gunners at this piece were disabled and the gun rendered unfit for service.

About the same moment a premature discharge occurred at one of the 42-pounder guns, causing the death of 3 men and seriously injuring the chief of the piece and others.

Not many moments later it was observed that the 10-inch columbiad was silent, the cause of which was at once examined into by General Tilghman, and it was found that the priming wire had been jammed and broken in the vent. A blacksmith (I regret I can not recall the

name of the gallant soldier) was sent for and he labored with great coolness for a long time, exposed to the warmest fire of the enemy, but in spite of his faithful and earnest efforts the broken wire remained in the vent, making this important gun unserviceable for the continued contest. By this time the gunboats, by a steady advance, had reached positions not over six or seven hundred yards from the fort. Our artillerists became very much discouraged when they saw the two heavy guns disabled, the enemy's boats apparently uninjured and still drawing nearer and nearer. Some of them even ceased to work the 32-pounder guns, under the belief that such shot were too light to produce any effect upon the ironclad sides of the enemy's boats.

Seeing this, General Tilghman did everything that it was possible to do to encourage and urge his men to further efforts. He assisted to serve one of the pieces himself for at least fifteen minutes, but his men were exhausted, had lost all hope, and there were none others to replace them at the guns. Finally, after the firing had continued about an hour and five minutes, but two guns from our batteries responded to the rapid firing of the enemy, whose shots were telling with effect upon our parapets. It was then suggested to the general that all was lost, unless he could replace the men at the guns by others who were not exhausted. He replied, "I shall not give up the work," and then made an effort to get men from the outer lines to continue the struggle. Failing in this, he sent instructions to the commanders of the troops in the exterior lines to withdraw their forces. As soon as this movement was commenced, confusion among the retreating troops followed—many thinking it intended for a rapid retreat to escape from the enemy's forces, expected to approach from the point of landing below. A few moments later the flag was lowered.

From information received, the strength of the enemy was estimated at 9,000 men. These forces were advancing to cut off the communications with Fort Donelson. Probably the movement would have proved a success had the garrison remained a few hours longer.

Our force at Fort Henry was about 3,200, of which less than 100 were surrendered with the fort.

The fall of Fort Henry, and the power of the enemy to strike at once with an immense force at Fort Donelson, made it necessary that the army at Bowling Green should be withdrawn to a point which would secure a prompt passage to the Cumberland River. The vicinity of Nashville seemed the proper position. If the enemy were defeated at Donelson, with prompt reinforcements there was still a hope that your army might resist the invader and defend that city; if Donelson fell, it could be promptly passed to the south bank of the river.

Defense of Fort Donelson.

The capture of Fort Henry was, for the enemy, a great success, which, it was felt, would embolden him to make an early attack upon Fort Donelson.

To meet this, every effort was made to strengthen the defenses. Lines of infantry cover were laid out on commanding grounds around the place, and fatigue parties were daily employed in their construc-

tion. To aid the local engineer in the work of defense, I remained at the fort the 7th, 8th, and 9th of February, when General Pillow took command of the whole. At his request I asked and received authority to remain and aid in the defense.

Immediately on his arrival, the general took active measures to inform himself as to the character of the defenses, and had the additional works pressed forward with the greatest activity. Having received reinforcements, and others being expected daily, the lines of infantry cover were extended so as to embrace the town of Dover, where many of our munitions were stored. The time for these works being decided upon, they were at once pressed to completion, and the batteries for the defense of the river strengthened.

By the night of the 12th these were in readiness, and the heavy guns recently received at the fort were mounted. To provide an ample force of artillerymen to work the heavy guns through a long-continued attack, General Pillow detailed Captain R. R. Ross and his company of well-drilled men from his battery, to aid in the river defense. The selection of this officer and his command proved most fortunate, as in the obstinate attack that was made by the gunboats they performed noble and effective service.

Brigadier-General Buckner arrived at Fort Donelson on the afternoon of the 12th.

In the meantime the enemy had landed in large force on the bank of the river below, and other troops were brought over from Fort Henry. The smoke of his gunboats was seen in the distance, warning us that a combined attack was to be expected. Skirmishes were frequent between our pickets and the enemy's forces advancing to meet us.

On the 13th the besiegers opened with artillery upon our land defenses, and their sharpshooters annoyed our men constantly whenever exposed above the infantry covers, as at the field batteries. One of the gunboats commenced firing upon the river batteries early in the day, throwing shot and shell at long range.

The same morning General Floyd arrived with reinforcements, including three batteries of field artillery, which were placed in position as promptly as possible. The enemy's fires were kept up throughout the day, and responded to with spirit by our artillery and infantry. In the afternoon an attempt was made to storm the intrenchments on the heights near our center, but failed, the assailants being handsomely repulsed. One of the guns in the river batteries was struck by a heavy shot from the gunboat, disabling the carriage and killing Lieutenant Joseph Dixon, the local engineer officer. Our total loss during the day was considerable, but I am unable to report numbers.

The contest of the day closed. The enemy had gained no footing on our works nor produced any important impression upon them. But our forces were much fatigued, having been under arms all day, and this after three or four days' hard labor upon the intrenchments. To add to their sufferings it turned suddenly cold in the afternoon, and at dark commenced snowing and continued the greater part of the night. Inclement as was the weather, it was necessary (to guard against surprise) that the troops should be all night in position along the lines of infantry cover. The next day, the 14th, the besiegers

brought up large reinforcements, just landed from numerous transports, and extended their lines, in great strength, toward their right, enveloping our extreme left. They took positions that placed it in their power to plant batteries on the river bank above and cut off our communications. Such appeared to be their design. In consequence of these movements the firing of the enemy was less frequent than on the previous day.

Early on this afternoon the gunboats were observed to be advancing to attack the river batteries, and at 3 o'clock a vigorous fire was opened from five boats approaching en échelon. Our gunners reserved their fire until the gunboats had come within effective range, and then, at a signal, every gun was fired—twelve in number. This fire told with great effect, penetrating the iron sides of the boats. The firing now became terrific, the enemy still advancing. In rear of the five boats first engaged a sixth was reported throwing curvated shot, which passed over our works, exploding in the air just above. After some time one of the boats was seen to pull back, probably disabled by our shot. The others continued to advance, keeping up a rapid fire.

Our batteries were well served and responded with great effect, disabling, as it was believed, two more of the gunboats. The engagement lasted until ten minutes after 4 o'clock, the gunboats having approached to within 300 or 400 yards of our guns, when they withdrew from the contest. Our batteries were uninjured, and not a man in them killed.

The repulse of the gunboats closed the operations of the day, except a few scattering shot along the land defenses. It was evident, however, from the movements of numerous bodies of troops around our lines, that the enemy had resolved to invest us, and, when prepared, to attack us in overwhelming numbers or press us to a capitulation by cutting off supplies and reinforcements.

Generals Floyd, Pillow, and Buckner met in council soon after dark; I was present. After an interchange of views, it was decided to attack the enemy on his extreme right and right center at 5 o'clock in the morning. It was believed that the enemy might be driven back and an opportunity secured to withdraw in safety our forces; that possibly greater advantages might be gained by the attack, which, if well followed up on our part, would result in disaster to the invaders.

This being decided upon, the brigade commanders were at once sent for, and the positions for their respective commands in the order of attack assigned. Brigadier-General Pillow was to direct the movement against the right of the enemy; Brigadier-General Buckner that against his right center, advancing along the Wynn's [Winn's] ferry road. A few regiments were to remain to guard the lines.

About 5 o'clock next morning (the 15th) the left wing, under General Pillow, moved to the attack. Brisk fires were opened and kept up by the enemy, and responded to with spirit from our lines, his men generally overshooting, while ours were constantly warned to aim low.

The enemy's fire, after some time, extended toward their extreme right, indicating a design to turn our left. To meet this, a body of troops, under Brigadier-General B. R. Johnson, made a flank movement and met the foe. After a long struggle, the enemy finally gave way, at first falling back slowly. Our troops pressed forward, and about half past 9 o'clock his right wing was in full retreat. Now, the cavalry on our extreme left was brought up and charged with effect on the retreating enemy. Six fieldpieces were captured at different points, and, at a later hour of the day, brought within the line of intrenchments. Our success against the right wing was complete.

I now accompanied General Pillow across the field to the point of attack assigned to General Buckner's division. On our arrival there his division was in rear of the lines of infantry covers, the general and his officers encouraging the troops to renew the attack on the enemy, who still held position in their front. General Buckner stated that he had, soon after the firing of General Pillow's forces was heard, opened on the enemy with artillery, and followed it up by sending forward two of his best regiments to the assault; that they moved forward over the infantry covers with spirit, and advanced steadily and in order against the enemy. They were soon exposed to heavy fires of small arms, and of a field battery planted in their front; and they responded well for some time to the volleys of the besiegers, but finally their ranks were thrown into confusion, and they fell back rapidly in rear of our intrenchments. General Buckner continued to encourage his men, feeling that a little time was necessary to overcome the dispiriting effects of the repulse earlier in the day. In the meantime, the fires of our left wing were heard steadily advancing, driving the enemy back upon his right center.

This was referred to with encouraging effect upon General Buckner's division. Artillery fires were kept up against the enemy in his front, and soon afterwards he moved forward with his division to renew the attack. The enemy being now pressed in front of his center by this advance and on his right flank by the pursuing forces of General Pillow's division, retreated rapidly for some distance toward his left wing; but, receiving heavy reinforcements, the pursuit was checked, and finally the retreating foe made a firm stand, opening from a field battery, strongly supported by masses of infantry.

About 1 o'clock an order was given by General Pillow recalling our forces to the defensive lines. Our forces having returned, they were ordered to the positions they occupied the day previous, involving a march of over a mile for the troops on the extreme right. The enemy at the same time advanced with his reinforcements to attack that flank, and by a prompt movement succeeded in effecting a lodgment within the lines just as our exhausted forces arrived.

A vigorous attempt to dislodge him failed, and at length our men, having suffered much, fell back, leaving him in possession of that portion of our defenses. The advantage gained by the enemy placed him in position to assault our right in full force with his fresh troops next morning. Such was the condition of affairs when the darkness of night closed the bloody struggle of the day. In course of the

night Generals Floyd, Pillow, and Buckner met in council. I was not present.

The following morning about 3 o'clock I was told by General Pillow that a surrender had been decided on. He invited me to join himself and staff as they were not included in the proposed surrender. This I accepted, and accompanied him to Clarkesville and Nashville, where I had the honor to report to you in person.

From information received the strength of the enemy at Donelson was estimated to be about 50,000. Our effective force was about 15,000.

The surrender at Fort Donelson made Nashville untenable by the forces under your command. Situated in a wide basin, intersected by a navigable river in possession of the invader, approached from all directions by good turnpike roads, and surrounded by commanding hills, involving works of not less than 20 miles in extent, the city could not be held by a force less than 50,000. With all the reinforcements to be hoped for, your army could not be raised to that number before the place would have been attacked by heavy forces of the enemy, both by land and water. The alternative was to withdraw to the interior of the State of Tennessee.

J. F. GILMER,
*Lieutenant-Colonel and Chief Engineer,
Western Department.*

Colonel W. W. MACKALL,
*Assistant Adjutant-General, Western Department,
Decatur, Ala.*

[Telegram.]

FORT DONELSON, *February 10, 1862.*

The attack expected here is a combined one; gunboats by water and a land force in the rear.

The greatest danger, in my opinion, is from the gunboats, which appear to be well protected from our shot. The effect of our shot at Fort Henry was not sufficient to disable them, or any one of them, so far as I have been able to ascertain. This was due, I think, in a great measure to the want of skill in the men who served the guns, and not to the invulnerability of the boats themselves.

I saw five gunboats during the attack on Fort Henry, each firing three heavy guns from ports in the bow. It has been reported from various sources that there were seven boats in the Tennessee River at the time of the attack. Only five were engaged at any one time, in my opinion.

With the preparations that are now being made here I feel much confidence that we can make a successful resistance against a land attack. The attack by water will be more difficult to meet. Still I hope for success here also.

* * * * *

J. F. GILMER,
Major, and Chief Engineer Western Department.

Colonel W. W. MACKALL,
Assistant Adjutant-General, Bowling Green, Ky.

[Telegram.]

BOWLING GREEN, *February 11, 1862.*

Twice to-day I have telegraphed to you to command all the troops and use your judgment. Your report of the effect of our shot at Henry should encourage the troops and insure our success. If [at] the long range we could do so much damage, with the necessary short range on the Cumberland [we] should destroy their boats.

A. S. JOHNSTON.

Brigadier-General FLOYD.

[Telegram.]

BOWLING GREEN, *February 12, 1862.*

My information from Donelson is that a battle will be fought in the morning. Leave a small force at Clarksville and take the remainder, if possible, to Donelson to-night. Take all the ammunition that can be spared from Clarksville. The forces at Elkford [Elk Fork?] and Whippoorwill bridges have been ordered to Clarksville.

A. S. JOHNSTON,
*General.*General FLOYD,
Cumberland City.

[Telegram.]

FORT DONELSON, *February 12, 1862.*

We shall have a battle in the morning, I think, certainly, and an attack by gunboats. The enemy are all around my position and within distance to close in with me in ten minutes' march. One gunboat came to-day and fired fifteen or twenty shells and retired. We gave no reply. I have sent up to Cumberland City for Baldwin's two regiments. Feel sanguine of victory, though I am not fully ready. I have done all that it was possible to do, and think I will drive back the enemy.

GID. J. PILLOW,
*Brigadier-General, C. S. Army.*General FLOYD,
*Clarksville.*Operator will repeat to General Johnston and Governor Harris.
GID. J. PILLOW.

[Telegram.]

CUMBERLAND CITY, [*February*] 12, [1862].

One gunboat made its appearance in sight of Fort Donelson this morning about 10 o'clock and opened a fire on the fort without injury, which fire the fort returned, when the boat retired. The Fed-

erals have landed in force, and the battle with light artillery commenced this evening. They are reported to have 10,000 or 12,000. We have the same number, probably more, to meet them. The steamer giving this news says when it left the battle was raging, but knows nothing further. I will telegraph you as fast as the news comes. Generals Pillow and Buckner are there.

R. C. WINTERSMITH.

Governor ISHAM G. HARRIS,
Nashville, Tenn.

[Telegram.]

CUMBERLAND CITY, *February 13, 1862—1:30 p. m.*

I anticipated your order which overtook me here. Shipping the balance of the troops from this point to Fort Donelson. I will reach there before day, leaving a small guard here.

JNO. B. FLOYD,
Brigadier-General.

General JOHNSTON.

[Telegram.]

FORT DONELSON, *February 13, 1862—9:50 a. m.*

The enemy's gunboats are advancing. They are in force around our entire works. Our field defenses are good. I think we can sustain ourselves against the land forces. I reached here this morning at daylight.

FLOYD,
General.

General JOHNSTON.

[Telegram.]

FORT DONELSON, *February 13, 1862.*

After two hours' cannonade the enemy has hauled off their gunboats; will commence, probably, again. The attack on our intrenchments has been feeble, confined almost exclusively to fieldpieces up to this hour (11:30).

JNO. B. FLOYD,
Brigadier-General.

General JOHNSTON.

[Telegram.]

FORT DONELSON, *February 13, 1862—Night.*

I learn from what seems to be reliable authority, gathered from different sources, that the enemy are concentrating up on the Tennessee River a force of 50,000 men or even more. They are said to be bringing reinforcements from the Tennessee here to-night, with

the view of turning our position and intercepting our boats at Randolph Forge, 6 miles above us, which is practicable with artillery; then the road to Nashville would lay open to them.

JNO. B. FLOYD,
Brigadier-General.

General JOHNSTON.

[Telegram.]

NASHVILLE, *February 13, 1862.*

The following telegram from General Floyd contains the latest information from Fort Donelson:

FEBRUARY 13.

The day is closed, and we have maintained ourselves fully by land and water. The cannonade at one time was quite sharp. The attack on our trenches was not very severe. The gunboats, after two assaults, retired at an early hour in the evening. I presume battle will be fought to-morrow. We will endeavor to hold our position if we are capable of doing so. Our casualties are not great; the enemy's, I have no doubt, are much greater.

JOHN B. FLOYD,
Brigadier-General.

A. S. JOHNSTON,
General, C. S. Army.

J. P. BENJAMIN,
Secretary of War.

[Telegram.]

FORT DONELSON, *February 14, 1862.*

The enemy have reached the ground near the fort with eight or ten gunboats, I am uncertain which, and fifteen transports, reported to have on board near 20,000 men. They are now landing. This makes their force nearly 40,000 strong. I will fight them this evening.

JNO. B. FLOYD,
Brigadier-General.

General JOHNSTON.

[Telegram.]

FORT DONELSON, *February 14, 1862.*

The enemy are assaulting us with a most tremendous cannonade from gunboats abreast the batteries, becoming general around the whole line. I will make the best defense in my power.

JNO. B. FLOYD.

General JOHNSTON.

Operator at Donelson says gunboats passed and are right on him.

[G. W.] TRABUE,
Superintendent.

[Telegram.]

FORT DONELSON, *February 14, 1862.*

The fort holds out. Three gunboats have retired. Only one firing now.

JNO. B. FLOYD,
Brigadier-General.

General JOHNSTON.

[Telegram.]

FORT DONELSON, *February 14, 1862.*

The fort can not hold out twenty minutes. Our river batteries working admirably. Four gunboats advancing abreast.

JNO. B. FLOYD,
Brigadier-General, C. S. Army.

General JOHNSTON.

[Telegram.]

FORT DONELSON, *February 14, 1862.*

The gunboats have been driven back. Two, it is said, seriously injured. I think the fight is over to-day.

JNO. B. FLOYD,
Brigadier-General, C. S. Army.

General A. S. JOHNSTON.

[Telegram.]

NASHVILLE, *February 14, 1862.*

The following dispatch just received from Fort Donelson:

We have just had the fiercest fight on record between our guns and ten gunboats, which lasted two hours. They reached within less than 200 yards of our batteries. We drove them back, damaging two of them badly and crippled a third very badly. No damage done to our battery and not a man killed.

GID. J. PILLOW,
Commander.

N. WICKLIFFE,
Assistant Adjutant-General.

General POLK.

[Telegram.]

EDGEFIELD, [TENN.], *February 14, 1862.*

If you lose the fort, bring your troops to Nashville if possible.

A. S. JOHNSTON,
General.

General FLOYD,
Fort Donelson.

[Telegram.]

HEADQUARTERS,
Huntsville, Ala., March 3, 1862.

My fight with the gunboats at Donelson proved that they could not withstand heavy metal. To fight them successfully I suggest, as the result of experience, the importance of holding your fire for point-blank range; also the importance of having all your shot and shell for rifle well greased with tallow to avoid the danger of bursting the gun. I did it under long and continued fire with perfect safety. The Federal officers admitted at Donelson that their gunboats could not stand the fire of heavy metal. I disabled four of the five whose fire I returned.

GRD. J. PILLOW,
Brigadier-General, C. S. Army.

Major-General POLK,
Columbus, Ky.

[Telegram.]

NASHVILLE, TENN., *February 17, 1862.*

Fort Donelson was surrendered at 4:10 p. m. yesterday, after most gallant defense. Floyd saved about 1,000 men. He and Pillow are here. Buckner surrendered after they left. This army is across the Cumberland.

A. S. JOHNSTON,
General.

SECRETARY OF WAR.

[Telegram.]

WASHINGTON, *February 16, 1862.*

I am directed to inform you that 600 men will leave here to-morrow direct to Cairo, to report to the senior naval officer on their arrival.

H. A. WISE,
Assistant Inspector Ordnance.

Flag-Officer FOOTE.

[Telegram.]

WASHINGTON, *February 16, 1862.*

How many mortar boats have left Cairo for Cumberland, and when will they reach there? Please give me the particulars.

G. B. McCLELLAN,
Commander in Chief, U. S. Army.

Commodore FOOTE.

[Telegram.]

FEBRUARY 17, [1862]—1 p. m.

Fort Donelson has fallen with 15,000 prisoners, Buckner and [B. R.] Johnson. Floyd escaped with 5,000.

Please get off to Annapolis the two howitzers for the *Sportsman* and as many IX-inch shrapnel as you can before to-morrow night.

H. A. WISE,
Assistant Inspector.

Captain DAHLGREN,
Navy Yard, [Washington].

[Telegram.]

CAIRO, *February 17, 1862.*

(Received 18th.)

Two mortars mounted to-day. No men have arrived.

A. M. PENNOCK,
Senior Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, *February 18, 1862.*

(Received 19th.)

One mortar mounted to-day and seven platforms for beds nearly completed.

A. M. PENNOCK,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

[FEBRUARY 17, 1862.]

Flag-Officer Foote would like to have the *Lexington* sent up as soon as possible for service on the Cumberland, with orders to report to him.

S. L. PHELPS.

Captain PENNOCK, U. S. Navy.

Order of the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, in relation to the appointment by the Treasury Department of a special agent for the State of Tennessee.

NAVY DEPARTMENT, *February 18, 1862.*

SIR: The Secretary of the Treasury informs this Department that he has, with the approval of the President, appointed Allen A. Hall,

esq., of Tennessee, special agent to proceed to that State with the forces of the United States, to receive and take charge of all cotton, tobacco, and other products or property which it may become proper to seize as forfeited or abandoned to the United States, etc.

You will, therefore, so far as your command pertains, afford Mr. Hall protection, and also such facilities for executing his mission as may not be incompatible with your military duties, and as, in your judgment, may be proper.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer A. H. FOOTE,

Commanding U. S. Gunboat Flotilla, Cairo, Ill.

Report of Lieutenant Phelps, U. S. Navy, recommending the completion of the captured Confederate steamer Eastport.

U. S. GUNBOAT CONESTOGA,
Fort Donelson, February 18, 1862.

SIR: The rebel gunboat *Eastport*, recently captured by the division of the flotilla on the Tennessee under my command, can be completed at little cost and in very little time. The material brought down with her is more than enough to complete her. Her machinery is complete and is of first quality, while the boilers have been dropped into the hold. The hull is sheathed with oak planking and the bulkheads, both fore and aft and thwartships, are also of oak, and all of the best workmanship. The side timbers of the casemate are complete.

The *Eastport* is beautifully modeled, the hull is in excellent condition, and she can be made capable of enduring the fire of the batteries, while her speed and manageable qualities will render her specially useful in this river service. Such a gunboat is very much needed, as the iron-plated boats are very slow and the old side-wheel boats are mere shells, liable to be disabled by a single shot from a fieldpiece while off on dispatch or reconnoitering service. I, therefore, respectfully recommend that the *Eastport* be at once completed and fitted out.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces, Western Waters.

I fully concur in opinion with Lieutenant Commanding Phelps, as we want a fast steamer capable of resisting shot, which we have not, for the purpose of towing the slow ironclad steamers either in or out of action, and for making a reconnoissance near forts, etc.

I therefore earnestly recommend that authority be given me to have the *Eastport* iron-plated and converted into a gunboat, which I presume will not exceed the sum of \$20,000.

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

P. S.—This paper may require the action of General Meigs, Quartermaster-General, and if so, I respectfully ask that it be referred.
A. H. F.

[Telegram.]

* * * * *

FEBRUARY 18, 1862.

Don't let gunboats go higher than Clarksville. Even then they must limit their operations to the destruction of the bridge, and return immediately to Cairo, leaving one at Fort Donelson. Mortar boats to be sent back to Cairo as soon as possible.

H. W. HALLECK,
Major-General.

General GRANT.

Official:

S. A. HURLBUT,
Brigadier-General, U. S. V.

[Telegram.]

CAIRO, February 19, 1862.

(Received 20th.)

The storm has prevented our mounting any mortars to-day.

A. M. PENNOCK,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Occupation of Clarksville, Tenn., by naval force under Flag-Officer Foote, U. S. Navy, February 19-20, 1862.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Bryant, U. S. Navy, commanding U. S. S. Cairo.

U. S. FLAG-STEAMER CONESTOGA,
Clarksville, Tenn., February 19, 1862.

SIR: You will remain off this city with the gunboat *Cairo*, under your command, and be governed strictly by a copy of the enclosed proclamation to the inhabitants of Clarksville.

You will have no communication with the citizens of the place where it can be avoided, as such communication might result in embarrassing difficulties. You will keep your vessel at all times ready for service, and here remain till my return with a larger force to proceed up the river.

Trusting to your caution and valor, I leave necessarily many things to your discretion, trusting that you will creditably discharge the duties assigned you.

You will also secure the public property referred to in the proclamation.

I am, respectfully, yours,

A. H. FOOTE,
Flag-Officer.

Lieutenant Commanding N. C. BYRANT,
Commanding, Cairo.

Report of Flag-Officer Foote, U. S. Navy, transmitting copy of proclamation to the inhabitants of Clarksville.

U. S. FLAG-STEAMER CONESTOGA,
[February 19 or 20, 1862.]

SIR: I have the honor to inform the Department that I left Cairo with the *Conestoga*, Lieutenant Commanding Phelps, on the 18th instant, having previously dispatched the gunboat *Cairo*, Lieutenant Commanding Bryant, and six mortar boats, in charge of Lieutenant Bishop, and Lieutenant Lyford as ordnance officer, for Fort Donelson. Yesterday, on the 19th instant, I came up the river on an armed reconnoissance with the *Conestoga* and *Cairo*, having Colonel Webster, of the Engineer Corps, and chief of General Grant's staff, on board. On nearing Fort Defiance, near Clarksville, we found a white flag displayed, and on landing found the fort deserted. Lieutenant Commanding Phelps and Colonel Webster took possession of the fort, the former hoisting the American flag. There were three guns mounted in this fort, three in the fort near the city, and two in a fort a short distance up the Red River.

On reaching Clarksville I sent for the authorities of the city, and soon after the Hon. Cave Johnson, the mayor, and Judge Wisdom came aboard, stating that the rebel soldiers had left the city, and with the portion of the defeated army which had escaped from Fort Donelson, had fled to Nashville, after having wantonly burned the splendid railroad bridge near the city, against the remonstrance of the citizens. I further ascertained that two-thirds of the citizens had fled from the place, panic stricken. In short, the city was in a state of the wildest commotion from rumors that we would not respect the citizens either in their persons or in their property. I assured those gentlemen that we came not to destroy anything but forts, military stores, and army equipments.

With this assurance they earnestly importuned me to issue a proclamation, embodying my views and intentions, to the citizens, that the confidence and quiet of the community might be restored. I was constrained, contrary to my predetermination of never writing such a document, to issue the proclamation, of which the enclosed is a copy.

I leave this morning with the *Conestoga* to bring up one or two ironclad gunboats, with this vessel and six mortar boats, and then proceed with all possible dispatch up the Cumberland River to Nashville and, in conjunction with the army, make an attack on Nashville.

The rebels have great terror of the gunboats, as will be seen in their papers. One of them, a short distance above Fort Donelson, had previously fired an iron rolling mill belonging to the Hon. John Bell.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. Naval Forces, Western Waters.

[Enclosure.]

PROCLAMATION.

To the inhabitants of Clarksville, Tenn.:

At the suggestion of the Hon. Cave Johnson, Judge Wisdom, and the mayor of the city, who called upon me yesterday after our hoisting the Union flag and taking possession of the forts, to ascertain my views and intentions toward the citizens and private property, I hereby announce to all peaceably disposed persons that neither in their persons nor in their property shall they suffer molestation by me or the naval force under my command, and that they may in safety resume their business avocations with the assurance of my protection.

At the same time I require that all military stores and army equipments shall be surrendered—no part of them being withheld or destroyed—and, further, that no secession flag, or manifestation of secession feeling, shall be exhibited, and for the faithful observance of these conditions I shall hold the authorities of the city responsible.

ANDREW H. FOOTE,

Flag-Officer, Commanding Naval Forces, Western Waters.

U. S. Flag-Steamer CONESTOGA,
Clarksville, Tenn., February 20, 1862.

Report of Flag-Officer Foote, U. S. Navy.

U. S. Flag-Steamer CONESTOGA,
Clarksville, Tenn., February 20, 1862.

We have possession of Clarksville. The citizens being alarmed, two-thirds of them have fled, and having expressed my views and intentions to the mayor and Hon. Cave Johnson, at their request I have issued a proclamation, assuring all peaceably disposed persons that they may with safety resume their business avocations, requiring only the military stores and equipments to be given up, and holding the authorities responsible that this shall be done without reservation.

I left Fort Donelson yesterday with the *Conestoga*, Lieutenant Commanding Phelps, and *Cairo*, Lieutenant Commanding Bryant, on

an armed reconnoissance, bringing with me Colonel Webster, of the Engineer Corps, and chief of General Grant's staff, who, with Lieutenant Commanding Phelps, took possession of the principal fort and hoisted the Union flag. A Union sentiment manifested itself as we came up the river. The rebels have retreated to Nashville, having set fire, against the remonstrance of the citizens, to the splendid railroad bridge across the Cumberland River.

I returned to Fort Donelson to-day for another gunboat and six or eight mortar boats, with which I propose to proceed up the Cumberland. The rebels all have a terror of the gunboats. One of them, a short distance above Fort Donelson, had previously fired an iron-rolling mill belonging to Hon. John Bell, which had been used by the rebels.

ANDREW H. FOOTE,

Flag-Officer, Commanding Naval Forces, Western Waters.

Hon GIDEON WELLES,

Secretary of the Navy.

[Endorsement.]

HEADQUARTERS,

Cairo, Ill., February 22, 1862.

Respectfully forwarded to the Hon. Secretary of the Navy.

GEORGE W. CULLUM,

Brigadier-General, Chief of Staff and Engineer.

[Telegram.]

[FEBRUARY '20, 1862.]

From information gleaned in Clarksville, we believe the panic in Nashville is very great and that the city will be surrendered without a fight if a force proceeds at once against it. General Johnston is reported to be gathering his scattered forces at Columbia.

S. L. PHELPS.

General CULLUM.

[Telegram.]

CLARKSVILLE, *February 19, 1862.*

Gunboats coming; they are just below point; can see steamer here. Will try and see how many troops they have before I leave. Lieutenant Brady set bridge on fire, but it is burning very slowly and will probably go out before it falls.

W. H. ALLEN.

General J. B. FLOYD.

Any orders for me? Answer me promptly, if you please, for next ten minutes, as I will have to go in a hurry when I go.

[Telegram.]

NASHVILLE, *February 19, 1862.*

The enemy landed at Clarksville from three gunboats at half past 4 o'clock to-day.

JOHN B. FLOYD,
Brigadier-General.

General JOHNSTON.

[Telegram.]

MURFREESBORO, *February 20, 1862.*

The gunboats landed at Clarksville yesterday at 3 o'clock. The bridges here were destroyed this morning. I am still attempting to get trains off, but the difficulties are immense. The troops will all leave here to-day.

JOHN B. FLOYD,
Brigadier-General, Commanding.

General JOHNSTON.

[Telegram.]

CORINTH, MISS., *February 20, 1862—5:30 p. m.*

One gunboat passed Hamburg, Tennessee River, this morning at 10 o'clock, for Florence, it is reliably reported. The people on board state that another boat, with transports, will pass to-morrow.

Take immediate measures to protect Florence, if you have the means to do so. If not, inform me at once.

Have you a field battery ready for service? Have you any heavy guns? What quantity of powder have you? Answer.

DANIEL RUGGLES,
Brigadier-General, C. S. Army, Commanding.

Brigadier-General CHALMERS,
Commanding at Iuka, Miss.

[Telegram.]

WASHINGTON CITY, *February 19, 1862—9 p. m.*

Please state if any actual firing has been done for practice on the mortar rafts, and with what results.

H. A. WISE,
Assistant Inspector Ordnance.

A. M. PENNOCK, U. S. Navy,
Cairo.

[Telegram.]

CAIRO, *February 20, 1862.*

(Received 21st.)

Your yesterday's dispatch received this p. m.

Six rounds were fired on the 19th instant, the shell filled with wet sand, weight about 230 pounds.

The first round, 11 pounds powder, range $1\frac{1}{2}$ miles.

The second round, 20 pounds powder, $29\frac{1}{2}$ seconds, range 3 miles.

The third round, 23 pounds powder, $31\frac{1}{2}$ seconds, range $3\frac{1}{2}$ miles.

The fourth round, 23 pounds powder, $30\frac{1}{2}$ seconds, range 3 miles.

The fifth round, 15 pounds powder, $28\frac{1}{2}$ seconds, range 3 miles.

The distances are approximate, and the recoil with the heaviest charge 2 feet. I will send official report of officers making experiments.

In consequence of the rapid fall of the river no mortars were mounted to-day.

Have been clearing boats from the bank; three have lodged on the bank, and I will make every effort to get them off.

Platforms for beds progressing rapidly.

A. M. PENNOCK,
Commanding Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

WASHINGTON, D. C., *February 20, 1862.*

It is absolutely necessary that the gunboats and mortar boats should all be ready for service Monday morning. Call on Chicago for the mechanics and material required. Use the telegraph. Communicate with William B. Ogden, of Chicago.

GEO. B. McCLELLAN.

Brigadier-General G. W. CULLUM,
Cairo.

[Telegram.]

CAIRO, [*February 20, 1862.*]

General McClellan gives most emphatic order to have gun and mortar boats here ready by Monday morning. Must move on Columbus with at least four serviceable gunboats and six mortar boats. Only two gunboats at all serviceable here, and but one mortar boat, three being ashore. Have sent for Pennock to come here.

CULLUM.

Captain PHELPS.

[Telegram.]

[*FEBRUARY 20, 1862.*]

I will see Flag-Officer Foote and bring his reply in less than an hour. My belief is the gunboats can not be ready in less than five or six days.

PHELPS,
Captain.

General CULLUM.

[Telegram.]

CAIRO, *February 20, 1862.*

Navy officers report it impossible to get gun and mortar boats ready for ten days. Six mortar boats up Cumberland, and of the only four ready here, three are aground, and possibly can not be got off. The river is falling fast. Gunboats much damaged in battle. Four up Cumberland, and must have four to watch movements from Columbus. Had spy there Tuesday night, and have scouts near to-night.

G. W. CULLUM,
Brigadier-General.

Major-General GEORGE B. McCLELLAN.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, February 20, 1862.

Get gun and mortar boats ready as soon as possible. Tell Commodore Foote or ranking naval officer to telegraph to Cincinnati for all mechanics they want. They must work day and night. Send all spare mortar boats to make a demonstration on Columbus tomorrow. Let the mortar boats anchor, under the protection of the gunboats, near enough to throw shells into the place, but run no risks. It is reported that they are sending their guns to Memphis. This can be ascertained by a judicious demonstration.

H. W. HALLECK,
Major-General.

Brigadier-General CULLUM,
Cairo, Ill.

[Telegram.]

WASHINGTON, D. C., *February 21, 1862—12:30 a. m.*

Gun and mortar boats must be ready in less than ten days. Call on Chicago for assistance; we can not stand on forms. From two to four gunboats and a few mortar boats would secure evacuation of Columbus. You need have no fear for Cairo if you have a respectable garrison there. The enemy will not attack you.

Ten days to prepare boats is inadmissible; they must be ready by Monday, if you have to take the affair in charge yourself.

GEORGE B. McCLELLAN,
Major-General, Commanding U. S. Army.

General G. W. CULLUM,
Cairo.

[Telegram.]

PADUCAH, *February 21, 1862.*

General Grant and myself consider this a good time to move on Nashville. Six mortar boats and two ironclad steamers can precede the troops and shell the forts. We were about moving for this

purpose when General Grant, to my astonishment, received a telegram from General Halleck not to let the gunboats go higher than Clarksville; no telegram sent to me.

The Cumberland is in a good stage of water and General Grant and I believe that we can take Nashville.

Please ask General Halleck if we shall do it. We will talk per telegraph.

Captain Phelps representing me in the office, as I am still on crutches.

A. H. FOOTE,
Flag-Officer.

General CULLUM,
Cairo.

[Telegram.]

FEBRUARY 21, 1862.

Six mortar boats and two gunboats will be at Clarksville to-day. General Grant will occupy Clarksville in force to-day. Flag-Officer Foote is here ready to move on Nashville if General Halleck will order it.

PHELPS,
Captain.

General CULLUM,
Cairo.

[Telegram.]

[FEBRUARY 21, 1862.]

Flag-Officer Foote is still here, uncertain what to do. Have you any information for him? He awaits your answer. He also desires to know if you received a letter from him of last evening, enclosing dispatches.

S. L. PHELPS.

General CULLUM.

[Telegram.]

CAIRO, [*February*] 21, [1862.]

Remain till I communicate this to Halleck.

CULLUM.

[Captain] PHELPS.

[Telegram.]

CAIRO, [*February*] 21, 1862.]

Have sent for Pennock to see whether we can not crowd everything here to get gun and mortar boats ready here without bringing back those from Cumberland. Have asked Halleck to go to telegraph office to talk with me.

CULLUM.

Captain PHELPS.

[Telegram.]

CAIRO, *February 22, 1862.*

Halleck is still waiting message from Kentucky and Washington. Tell Foote and General Grant to make no further moves till further orders.

G. W. CULLUM,
Brigadier-General.

Captain PHELPS.

[Telegram.]

CAIRO, [*February 22, 1862*].

Won't wait longer. Will send Halleck's instructions to you at Paducah as soon as received.

CULLUM.

Captain PHELPS.

CONESTOGA, *Paducah, [Ky.], February 22, 1862.*

GENERAL: I have been telegraphing with General Cullum, who says that General Halleck is waiting instructions from the War Department and Kentucky, and directs that everything remains *in statu quo*, or as they now are. Therefore, please hold on to the gun and mortar boats till you hear further from me. If they are at Clarksville, [Tenn.], now, all the better, as, in that case, if we move up to Nashville, they are that far on their way, whereas if we are ordered not to proceed to Nashville, they can, in tow of steamers, easily be sent down to Cairo, retaining for your use only the gun-boat *Cairo*.

With hearty congratulations for your well-earned major-generalship.

I am, very respectfully, your obedient servant,

ANDREW H. FOOTE,
Flag-Officer.

Major-General GRANT,
Commanding.

P. S.—Please have a barge of coal at Clarksville.

Report of Flag Officer Foote, U. S. Navy, regarding proposed armed reconnoissance to Columbus, Ky.

Semiofficial.]

FLAG-STEAMER CONESTOGA,

February 22, 1862.

SIR: After having telegraphed for several hours with General Cullum, the chief of General Halleck's staff here, and finding that nothing definite could be ascertained, I ran down here, and to-morrow morning, at 6 a. m., I go down with General Cullum (chief of General Halleck's staff) and four gunboats and two mortar boats on an armed reconnoissance to Columbus, to see the condition of things at that point.

I am exceedingly hurried to get ready, and please excuse this letter.

I send copy [of] my first telegram.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

I enclose copy of a telegram sent you yesterday.

A. H. F.

[Telegram.]

CAIRO, *February 22, 1862.*

(Received 10:20 a. m., 23d.)

Flag-Officer Foote has just returned and is preparing to leave in the down steamer in the morning.

Two mortars mounted to-day. Platforms progressing.

Flag-Officer Foote sent his official dispatches by mail, including his proclamation at Clarksville, day before yesterday.

A. M. PENNOCK,
For Flag-Officer Foote.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, February 23, 1862.

All available gunboats to be sent to Clarksville, prepared for a movement up the Cumberland. I think the mortar boats will be of little use on this expedition. If Commodore Foote agrees with me, let them be sent down for defense of Cairo. I am waiting for telegraphic line to be opened to Fort Henry, to communicate with General Grant. In the meantime tell him that I wish to have about 20,000 men concentrated at Clarksville, including Smith's and Nelson's divisions. Proper garrisons should be detailed for Forts Henry and Donelson. All other forces should be encamped opposite Danville bridge, to await further orders. Cavalry and field artillery to be ready to move between the two rivers. One gunboat to be stationed near Danville bridge. All others not required for defense of Cairo to be at Clarksville, ready for service. Abundant ammunition to be taken along. See to this. There is a great and decisive contest awaiting us. Be ready for it. Answer and give all you know of present state of affairs. Encouraging news continually coming in from the Southwest.

H. W. HALLECK,
Major-General.

Brigadier-General SHERMAN,
Paducah.

Flag-Officer FOOTE,
Cairo.

Letter from Flag-Officer Foote, U. S. Navy, to Mrs. Foote, regarding operations.

U. S. FLAG-STEAMER CINCINNATI,
Mississippi River, near Columbus, Ky., February 23, 1862.

MY DEAR WIFE: Well, we have been to Columbus and got the mortars in position to open upon Belmont, when a flag of truce came out with several ladies, as you will see by General Bishop Polk's letter, and we hoped it was to surrender, but instead it was a mean artifice to discover our strength. We shall write a withering letter to the right-reverend general to-morrow, charging him with violating all military rules of propriety by his unwarrantable act.

We were glad it was done, however, as we ran within sight of his heavy batteries and attained the object of our reconnoissance, still we will give the bishop a hit.

We ran down with five gun, two mortar, and four transport steamers, and it was a pretty sight. I will send a copy of our reply. General Cullum's autograph and mine being in these papers, your mother will be pleased with them. I send Foster's and Jessie Frémont's autographic notes—sent all of them for your mother.

Although this has been a good day's work, still I am disgusted that we were kept from going up and taking Nashville. It was jealousy on the part of McClellan and Halleck. I now am determined to wait till I get the gun and mortar boats ready, and will not obey any orders except the Secretary's and President's.

I shall report McClellan and Halleck to the Department, and soon there will be a row. I can well afford to be independent now. I read prayers and heard a heavy gun fired at us, and then we went to work and got ready to fight. I shall probably be in Cairo for ten days, unless we go to Nashville, for which I am ready.

I have a headache this evening and about used up with fighting and working for the last ten days, so excuse this scrawl.

I am still on crutches and may be for a week, but my foot is rapidly improving. I have no objection to the wound either in the foot or in the arm, as they are honorable wounds; but I tell you the last was a bad fight. I stood one side of a gun when five out of six were knocked down, and I only escaped serious wounds. I was touching the pilot with my clothes when he was killed, but I won't run into the fire so again, as a burnt child dreads it.

* * * * *

A. H. FOOTE.

Order of Flag-Officer Foote, U. S. Navy, for the dispatching to Cairo of mortar boats and a gunboat.

PADUCAH, February 21, 1862.

SIR: You will immediately order down to Cairo, with the utmost haste, and in tow of steamers, all the mortar boats, and one of the gunboats, either Captain Dove or Captain Bryant. They must leave immediately, as they are wanted in Cairo by or before Sunday. I prefer the *Cairo* to come down if she can leave as soon as the *Louis-*

ville can leave. The gunboat and mortar boats must leave immediately, as they are wanted this moment in Cairo, to be instantly prepared for service. Hasten, hasten, "bear a hand," and follow me.

Respectfully,

A. H. FOOTE,
Flag-Officer.

To any navy officer, commanding, or Generals Grant, Smith, McClelland, or any commanding army officer.

Correspondence between Flag-Officer Foote, U. S. Navy, and Major-General Polk, C. S. Army, regarding privileges requested by flag of truce for the families of captured Confederate officers.

Report of Flag-Officer Foote, U. S. Navy.

U. S. FLAG-STEAMER CINCINNATI,
Mississippi River, near Columbus, Ky., February 23, 1862.

SIR: I have the honor to report that, in company with General Cullum, chief of General Halleck's staff, with four ironclad boats, two mortar boats, and three transports containing 1,000 men, I made this day a reconnoissance in force toward Columbus, to ascertain its condition, and when near the batteries, a flag of truce came out to communicate with us, the result of which will be seen in the enclosed papers. The object of the reconnoissance being attained, and finding that fire from mortars would lead the enemy to plant guns where they could reach them with their batteries, should we again open upon them with a larger number of mortars, I concluded to return to Cairo, and there we must remain until the gun and mortar boats are completed, as otherwise the flotilla will be demoralized for want of time and means to properly prepare for active service. The army will not move without gunboats, yet the gunboats are not in condition to act offensively at present. On this subject I will soon write more fully.

A telegram will be sent the Department on my arrival at Cairo, referring to the events of to-day.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Columbus evinces no signs of an evacuation or dismounting guns. The batteries seem to be intact, and we saw great numbers of tents and troops.

A. H. F.

[Telegram.]

CAIRO, *February 23, 1862.*

Flag-Officer Foote and myself, commanding naval and military forces, consisting of five gun and two mortar boats and about 1,000 infantry on steamers, made an armed reconnoissance to-day of Columbus water batteries at noon, and the mortar boats were being placed

in position to open fire, and after the enemy had discharged three heavy guns, we discovered a rebel gunboat coming to meet the *Cincinnati* in advance, but immediately retired on discovering our strength. A moment after an unarmed steamer followed, bearing a flag of truce, with the following letter from Major-General Polk:

HEADQUARTERS DIVISION, WESTERN DEPARTMENT,
Columbus, Ky., February 22, 1862.

Presuming you would be willing to reciprocate the courtesy to the families of officers of the U. S. Army after the battle of Belmont, in allowing them to visit the officers who were prisoners within my lines, I take the liberty of sending up under a flag of truce the families of several of our officers who were captured at Donelson. These are the families of General Buckner, Colonels Hanson, and Madeira. They are accompanied by Colonel Russell, Messrs. Vance and Stockdale as escorts; also by Mr. Mass.

Hoping you may find it convenient to send these ladies forward to their husbands,

I have the honor to remain, respectfully, your obedient servant,

L. POLK,
Major-General, Commanding.

COMMANDING OFFICER U. S. FORCES, *Cairo, Ill.*

To which we returned the following reply:

U. S. FLAG-STEAMER CINCINNATI,
Mississippi River, near Columbus, Ky., February 23, 1862.

GENERAL: Your letter of the 22d instant received by the hands of Captain Blake, under a flag of truce, *nearly within range of your guns and in the presence of our armed forces* at 12:30 p. m. to-day, will be answered to-morrow by a flag of truce at the same point of the river at which this was received.

Very respectfully, your obedient servants,

ANDREW H. FOOTE,
Flag-Officer, Commanding Naval Forces, Western Waters.
GEO. W. CULLUM,
Brigadier-General, Chief of Staff and Engineers,
Department of Missouri.

Major-General L. POLK,
Commanding at Columbus, Ky.

The shallow artifice of the flag of truce to discover our strength recoiled upon the enemy, as it gave us the favorable opportunity of getting within one and [a] half to two miles and discovering the position [of] his batteries, which are in three tiers, the lower 20 to 30, the middle from 40 to 60, and the upper about 130 feet above the river. Tents and troops covering the bluff proved the garrison to be large and the fortifications not evacuated. Possibly guns may have been removed, but neither guns nor derricks for dismounting them were visible, and certainly not less than 40 remain on [an] intervening headland, preventing discovering transports. Having successfully accomplished the object of our mission, we returned to Cairo without opening the fire of our mortars, and were not fired upon from either bank of the river.

ANDREW H. FOOTE,
Flag-Officer, Commanding Naval Forces, Western Waters.
GEO. W. CULLUM,
Brig. Gen., Chief of Staff and Engineers, Dept. of the Missouri.
Hon. G. WELLES.

Letter from Major-General Polk, C. S. Army.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,
Columbus, Ky., February 23, 1862.

GENTLEMEN: I have received your note of this date, acknowledging mine of yesterday, asking permission for the wives of certain Confederate States officers to visit their husbands who had been made prisoners of war at Fort Donelson.

This application was based upon the fact that I had, on a former occasion, granted a similar request made of me in behalf of the wives of Colonels Dougherty and McClurkin, captured at Belmont, and the assurance of the commanding general at Cairo that he would reciprocate the courtesy if events should make it desirable, I note that you say that my letter was received under a flag of truce "nearly within range of your (my) guns and in the presence of our (your) armed forces."

As to the flag appearing in the presence of your armed forces and nearly within range of my guns, it was purely accidental. The ladies whose safe-conduct the flag was intended to secure arrived at this post from Nashville on the evening of the 21st instant. Preparations were made to send them up under a flag on the 22d, and my letter was written and intrusted to Captain Blake. The departure of the flag was prevented by the heavy fall of rain. They left this morning, the boat taking its departure from a point considerably below my batteries, from whence your position in the river (5 miles above) was not visible. It appears that several guns were fired from the fort prior to the departure of the boat, but as my artillery officers are constantly practicing, the firing attracted no particular attention, and the presence of your armed forces in the river, it seems, was not known to the officers in charge of the flag until after his boat had passed around the point.

This statement of facts, I am informed, has already been made to you by Captain Blake, and it is repeated here only because of the remark above quoted, which you have taken pains to underline.

Allow me to assure myself that officers of your rank and reputation should not impute any improper motive in sending a flag of truce. I would be unwilling to believe such a suspicion could be entertained by any mind except one conscious of its capacity to venture upon such an abuse.

I have the honor to be, gentlemen, your obedient servant.

L. POLK,

Major-General, Commanding Confederate Forces.

ANDREW H. FOOTE,

Flag-Officer, Commanding Naval Forces, Western Waters.

GEO. W. CULLUM,

Brigadier-General, Chief of Staff and Engineers.

Letters from Flag-Officer Foote, U. S. Navy, and Brigadier-General Cullum, U. S. Army, to Major-General Polk, C. S. Army.

CAIRO, ILL., *February 24, 1862.*

GENERAL: In answer to your request to reciprocate the courtesy shown to the families of officers of the U. S. Army, after the battle of

Belmont, in allowing them to visit those officers who were prisoners, by asking permission to have passed through our lines the families of General Buckner, Colonels Hanson and Madeira, captured at Fort Donelson, accompanied by certain gentlemen as escorts, we have to inform you that we will cheerfully comply with your request, subject to the approval of the President, but limited to the wives and children of those officers and excluding their escorts; but to provide them with a protector, Colonel Thom, an aid-de-camp of Major-General Halleck, and one of the bearers of our flag of truce, has offered to take them in charge as far as St. Louis, where they will learn the destination of the captive officers, which is unknown to us.

The flag of truce will wait, if necessary, long enough to obtain your action on this proposition.

Before concluding this note, we feel constrained to make some remarks upon your abuse, yesterday, of the sacred character of a flag of truce.

Upon approaching the batteries of Columbus with armed forces and when within the supposed range of your artillery, you fired three heavy guns; and, to add to this hostile demonstration, one of your gunboats rounded Belmont Point, apparently to give battle, but immediately upon discovering our strength and position retired. Soon after there appeared an unarmed steamer, with Captain Blake, bearing your flag of truce, accompanied by many officers and citizens, upon the frivolous pretext above stated, evidently with the intention of discovering our force and intentions. Under these circumstances, by the usages of war, the dispatch bearer and those with him were subject to be made prisoners and the steamer captured; and we feel it our duty to inform you that a repetition of such unwarrantable abuse of a flag of truce will not again be tolerated.

Your letter, though dated the 22d, evidently was not dispatched till after firing your pivot gun, near 11 a. m., more than an hour before your flag of truce was seen about 2 miles from your batteries, and certainly dispatched after the gun was discharged.

Regretting that we have to animadvert on this flagrant departure from the established usages of flags of truce,

We are, very respectfully, your obedient servants,

ANDREW H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

GEO. W. CULLUM,

Brig. Gen., Chief of Staff and Engineers, Dept. of Missouri.

Major-General L. POLK,

Commanding at Columbus, Ky.

CAIRO, ILL., February 25, 1862.

GENERAL: We sincerely regret that the arrangement entered into with you by us for the reception of the families of General Buckner and Colonels Hanson and Madeira does not meet the approval of the general in chief and Secretary of War, as will be seen by the following telegram from Major-General Halleck, commanding the Department of the Missouri:

ST. LOUIS, *February 25, 1862.*

General CULLUM: Your arrangement about families of officers joining them is not approved. It is forbidden by General McClellan and by the Secretary of War, notwithstanding my appeal to him for a relaxation of General McClellan's first order to me. Tell them that probably in a few days, when the prisoners are all distributed, the request will be granted. I shall appeal to the President as soon as I can communicate with him. In the meantime, obey order.

H. W. HALLECK,
Major-General.

In obedience to the Secretary of War's command, we send back to Columbus, under a flag of truce, the families of General Buckner and Colonels Hanson and Madeira, accompanied by Colonel Thom, trusting that they may be allowed yet to return when the destinations of the captured officers are fixed.

Very respectfully, your obedient servants,

FOOTE.
CULLUM.

Major-General L. POLK,
Commanding at Columbus, Ky.

Order of Brigadier-General Grant, U. S. Army, to Brigadier-General Nelson, U. S. Army, to proceed to Nashville, Tenn.

HEADQUARTERS DISTRICT OF WEST TENNESSEE,
Fort Donelson, February 24, 1862.

GENERAL: You will proceed with the division under your command to Nashville, Tenn., keeping in rear of the gunboat *Carondelet* with all your transports.

From Nashville you will put yourself in immediate communication with General Buell, and if you find that his command is not within two days' march of you, your command will not debark, but fall back down the river some miles on the transports, and remain to form a junction with General Buell when he does arrive.

I am, general, very respectfully, your obedient servant,

U. S. GRANT,
Brigadier-General, Commanding.

General NELSON,
Commanding Division, Department of the Ohio.

[Telegram.]

WASHINGTON, D. C., *February 25—8 p. m.*

I learn from telegraph of Commodore Foote to the Navy Department that you have ordered that no gunboats go above Nashville. I think it may greatly facilitate Buell's operations to send a couple at least of the lighter ones to Nashville. Captain Maynadier, Tenth Infantry, will be ordered to Commodore Foote, at his request, as his ordnance officer for mortar boats.

GEO. B. MCCLELLAN,
Major-General, Commanding.

Major-General H. W. HALLECK,
St. Louis, Mo.

[Telegram.]

CAIRO, ILL., *February 25, 1862.*

If we send four gunboats up the rivers Tennessee and Cumberland, as you direct, and having two to repair extensively on the ways at Mound City, and the *Benton* not being ready before next week, this, superadded to the rebels planting guns to bear on the mortar boats, if we should shell them now, before the final attack, would seem to render it impracticable to do anything until next week. The new and bad men sent us from the East, with the crippled condition of the gunboats, also render an earlier attack or even demonstration on Columbus, in my judgment, injudicious.

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK.

[Telegram.]

CAIRO, *February 21, 1862.*

(Received 22d.)

Three mortars were mounted to-day, and Captain Maynadier arrived with 350 men.

The platforms for the beds are progressing rapidly.

A. M. PENNOCK,
Commanding Officer.

Chief of BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, ILL., *February 24, 1862.*

The draft of men brought on by Captain Maynadier seems to be, and are represented to be by their officers, with few exceptions, the offscourings of the Army. We have to keep two companies of soldiers to guard them, and are now disarming them of their revolvers. They say they have been deceived. I am pained and discouraged to have to take such men into action. We want no more from the Army. I prefer to go into the action only half manned than to go with such men.

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES.

[Telegram.]

CAIRO, *February 24, 1862.*

Lieutenant Commanding Gwin, with the gunboat *Tyler*, has just arrived from Tennessee, Mississippi, and Alabama, and reports the Union sentiment in South Tennessee and North Alabama to be very strong. I shall send him back to-day, and will call for a regiment

at Fort Henry to accompany the gunboat, which will aid the loyal people of those States to raise Union forces within their borders.

A. H. FOOTE,

Flag-Officer, Commanding Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary Navy.

Report of Flag-Officer Foote, U. S. Navy, referring to a cruise of the U. S. S. Tyler, Lieutenant Gwin, U. S. Navy, commanding, in the Tennessee River.

CAIRO, February 24, 1862.

SIR: I have the honor to report that Lieutenant Commanding Gwin, in the *Tyler*, has just arrived from Fort Henry, after having been, under my orders, cruising in the Tennessee River as far as Mississippi and Alabama, and reports a strong Union feeling in North Alabama and South Tennessee. I shall direct him, as soon as possible, asking General Cullum, commanding here, to direct a regiment, at least, to be sent with him, which will form a nucleus of a large force which can be raised in Tennessee and North Alabama.

I will forward Lieutenant Commanding Gwin's report as soon as it can be drawn up, whose caution, valor, and judgment meet my unqualified approbation. I will consult with General Cullum of Engineers and chief of General Halleck's staff, with reference to my movements, as that gallant, scientific officer, whose valor and judgment are contributing unmeasurably to the success of our arms, and who was with me in command of the military forces in our reconnaissance yesterday at Columbus, will enable me to move with the greatest confidence of success.

I propose running up the Cumberland River this evening, with a view of getting to Nashville.

I have the honor to be, very respectfully, your obedient servant,

ANDREW H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I should have been in Nashville on Saturday, the 22d, with two gunboats and four mortar boats, had not General Halleck directed me to proceed no farther than Clarksville.

A. H. F.

I forward the enclosed copy of a letter just sent to Major-General Polk, commanding at Columbus. The preceding correspondence was yesterday forwarded. I send the gunboat *Lexington*, just arrived from St. Louis, up the Tennessee, which, with the *Tyler*, will guard our interests effectually on the borders of that river.

A. H. F.

Report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. Tyler, regarding the cruise of that vessel in the Tennessee River.

U. S. GUNBOAT TYLER,
Cairo, February 23, 1862.

SIR: I have returned to this place after having gone up the Tennessee River as high as Eastport, Miss. I am happy to state that I have met with an increased Union sentiment in South Tennessee and North Alabama. I saw few Mississippians. In Hardin, McNairy, Wayne, Decatur, and a portion of Hardeman, all of which border upon the river, the Union sentiment is strong, and those who do not express themselves openly loyal are only prevented by their fears of the military tyranny and coercion which is practiced by marauding bands of guerrilla companies of cavalry.

I waited at Fort Henry as long as I deemed it advisable for the company of cavalry designated to accompany me up the river. Not being able to get transportation for them, I concluded to take in their stead some fifty sharpshooters, as I could accommodate them on board of the *Tyler*. I was not able to accomplish the destruction of Bear Creek bridge (my great desire), as I found that the rebels had sent immediately after our first ascent of the river a large force, 1,000, to this bridge and some 3,000 or 4,000 to a station called "I. U. Ka" [Iuka], 3 miles from the bridge. Learning that a large quantity of wheat and flour was stored in Clifton, Tenn., intended, of course, to be shipped to the South, a large portion of it having been bought for a firm in Memphis, on my way down I landed there and took on board about a thousand sacks and 100 barrels of flour and some 6,000 bushels of wheat. I considered it my duty to take possession of the above, to prevent its being seized by the rebels or disposed of in rebel country.

The glorious success of our arms at Forts Henry and Donelson have been most beneficial to the Union cause throughout South and West Tennessee and Alabama. Union men can now begin to express their loyal sentiments without fear of being mobbed, especially along the banks of the river.

I would suggest that you would urge upon the commanding general the necessity of sending a force—a brigade, if possible; at least a regiment of cavalry—locate it at Savannah, Hardin County, a place well adapted for its support, and then it would be in a section almost entirely Union—a nucleus around which Union men could rally.

I feel confident that a regiment of home guards could be raised in ten days. Savannah is in good striking distance of Eastport, Miss. (45 miles by the river), which is the nearest point to the Memphis and Charleston Railroad (8 miles). At that point there is an important bridge over Bear Creek, as well as some extent of trestle-work, which, if destroyed, together with a part of the Mobile and Ohio Road, at its junction with the Memphis and Ohio Road will cut the Southern Confederacy almost entirely in two.

I brought down under arrest a man named William P. Poole, who has been active in oppressing Union men in his community.

I have warned the inhabitants of the different towns along the banks of the river that I would hold secessionists and their property

responsible for any outrages committed on Unionists in their communities.

I have enlisted 17 men and have brought down 14 refugees.

Hoping that my course will meet your approval,

I am, very respectfully, your obedient servant,

WM. GWIN,

Lieutenant, Commanding.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces on Western Waters.

[Telegram.]

FEBRUARY 24, [1862]—12 m.

The President desires to know why the *Benton* is not ready, and when she will be.

H. A. WISE,

Assistant Inspector Ordnance.

SENIOR NAVAL OFFICER,

Cairo.

[Telegram.]

CAIRO, *February 24, 1862.*

(Received 25th.)

The *Benton's* machinery will be finished to-morrow, and I trust she will be ready in all respects in one week.

In my absence of late, and the few officers left here, and Lieutenant Sanford, the ordnance officer, being in Cincinnati equipping ammunition, and Commander Pennock's vast amount of work in fitting out mortar boats and repairing gunboats, leaving him no time to attend to the *Benton*, are mainly the reasons why she has not been commissioned.

The want of men is another reason, and could the President look at us here his practical and comprehensive views would at a glance see that our amount of work, with our limited means, would call for his commendation rather than surprise at the *Benton* not being ready.

I am in body and mind greatly prostrated with work. Commander Pennock, who especially attends to equipment, is broken down by his labors, but I must still commend him and all the officers for performing more work than I ever saw before accomplished under the circumstances.

I was to have left to-day for Nashville and had the first gunboat en route for that place when General Halleck stopped it, learning that Nashville had been abandoned.

I should have been in Nashville Friday evening had not General Halleck ordered General Grant not to let the gun and mortar boats go above Clarksville.

I knew that Nashville was ready to surrender to the gunboats, and would have done so had I been permitted to go there as I wished and was prepared to do. The rebels who were captured, and the Nashville Union, and the American of the 11th instant, say: "We had

nothing to fear from a land attack, but the gunboats are the devil, and we may as well look matters squarely in the face."

But the effect was produced in Nashville by finding out we had possession of Clarksville; and believing we were moving on to Nashville, they abandoned it.

Lieutenant Commanding Phelps will go on board the *Benton* as my flag-captain, who is a host in himself, as the Government knows.

I earnestly requested that Captain H. E. Maynadier, of the Tenth Infantry, U. S. Army, the officer who came with the draft of men, might be ordered to report to me as ordnance officer in charge of the mortar boats, as he is skilled in the mortar practice and well adapted to the position; and I trust that he may, for the efficiency of the mortar fleet, be ordered. He left for Washington this morning.

There are now twenty mortars mounted.

A. H. FOOTE,
Flag-Officer.

Chief of Bureau of ORDNANCE,
Navy Department,

[Telegram.]

WASHINGTON CITY, *February 25, 1862.*—9:30 p. m.

Immediately upon the receipt of your telegram of yesterday, I read it to the President, who instructs me to say in reply that the reasons for the delay of the *Benton* are satisfactory, and that he appreciates your services, which meet his entire approbation.

By the President's directions I also read your dispatch to General McClellan, who will order Captain Maynadier to report for service as ordnance officer of the mortar rafts, and anything else you require will be promptly granted.

Mr. Fox desires to know if you have sailors enough for the gunboats; if not, you shall have some thoroughly trained men.

We also wish to know if you receive regularly the letters we write you, as many from you are much behind time, and the Postmaster-General has dispatched special agents to enquire into the causes of detention.

We hope you are better of your wounds, and be assured your gallant services are properly regarded in Washington.

Flag-Officer FOOTE,
Cairo.

H. A. WISE,
Assistant Inspector Ordnance.

Report of Flag-Officer Foote, U. S. Navy, referring to the movement of troops to Nashville, and other matters.

CAIRO, *February 25, 1862.*

SIR: I have the honor to inform the Department that I have sent two ironclad steamers to precede General Nelson's brigade, which, on their arrival at Clarksville, will move on to Nashville. I have also sent two of the wooden gunboats to cruise from Fort Henry to Florence, Ala., to give aid and protection to the Union people in Tennessee, Mississippi, and Alabama.

As Nashville is now occupied by our forces, I did not, as I announced in my last, proceed with a force to attack Nashville.

I enclose a copy of a letter received from Major-General Polk, commanding the army at Columbus, in reply to our first letter through his flag of truce in presence of an armed reconnoissance nearly within range of his batteries.

I am now making every effort to have the *Benton* and other gun and mortar boats ready to move on Columbus in the latter part of next week. My absence from here of late has seriously interfered with the earlier preparation of the fleet, especially as Fleet Captain Pennock, left here in charge, is broken down and confined to his room. Lieutenant Sanford being absent fitting out two ammunition steamers in Cincinnati, while I am still on crutches, preventing that attention to detail duties which I have attended to here to facilitate our work.

The men sent us from the Army at the East have given us a great deal of trouble and will require the strong hand of discipline and drilling before they can effectually be taken into action. I shall be obliged, for want of men, to call upon the Army for soldiers to man the mortar boats. I will leave no means untried to produce good results, although surrounded with difficulties.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, ILL., *February 25, 1862.*

I am still on crutches, which retards the work, and Fleet Captain and Equipping Officer Pennock is broken down and confined to his room, but I will strain every nerve to have the gun and mortar boats ready at the earliest moment, and keep you informed of the progress.

A. H. FOOTE,
Flag-Officer.

Major-General HALLECK,
St. Louis.

[Telegram.]

ST. LOUIS, *February 25, 1862.*

The possession of Nashville by General Buell renders it necessary to countermand the instructions sent to Foote and Sherman yesterday morning, dated 23d. Grant will send more forces to Clarksville. General Smith's division will come to Fort Henry, or a point higher up on the Tennessee River. Transports will also be collected at Paducah, and, above all, the mortar boats to be immediately brought back to Cairo. Two gunboats to be left in the Cumberland at Clarksville, to precede Nelson's division up the river to Nashville.

Having done this, they will return to Cairo. Two gunboats in Tennessee River with General Grant. The latter will immediately have small garrisons detailed for Forts Donelson and Henry and all other forces made ready for the field.

H. W. HALLECK,
Major-General.

Commodore FOOTE,
Cairo.

*Letter from the Secretary of the Navy to the Secretary of War,
regarding the transfer of men from the Army to the Navy.*

NAVY DEPARTMENT, *February 25, 1863.*

SIR: I have the honor to transmit a copy of a telegram received from John C. Carter, commander, U. S. Navy, stating that 100 men of the land regiment at Detroit could be enlisted in the Navy if the War Department would grant their discharge or transfer, and would respectfully ask if the War Department will allow the transfer of these men to the Navy for service under command of Flag-Officer Foote, commanding naval forces on Western waters.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

CAIRO, *February 26, 1862.*
(Received, 9:30 a. m., 27th.)

Thanks for the sentiments in the last telegram. I hope to lay aside my crutches in a week.

We do want 250 well-drilled sailors very much, as we have no time to teach so many green hands. Please send the sailors.

Our mails occasionally are very irregular and letters come weeks behind time.

We are driving on with mortar boats, and we must depend mainly upon the army for most of the men for mortar boats.

The six mortar boats just arrived from the Cumberland River.

I had two gunboats on the Cumberland, cruising from its mouth up to Nashville, and two in the Tennessee as far as Florence, in Alabama, in command of two judicious lieutenants.

The remaining gunboats we can use will be ready the last of next week for operations on a certain point determined by the Government.

We want two good and sober gunners sent out for the two ammunition boats. Please send them.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, February 26, 1862.

I do not mean a regular bombardment, but a demonstration and throwing in of shells, so as to scare them pretty thoroughly.*

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE,
Cairo.

[Telegram.]

ST. LOUIS, MO., *February 27, 1862.*

Numerous reports have been received that Buell occupied Nashville without opposition, but reports brought down the Cumberland of enemy's movements are conflicting. Some say they are concentrated at Murfreesboro, others Columbia, others Decatur. No movements will be made until facts are positively ascertained. Tennessee will probably be navigable yet for some weeks. Two gunboats at Clarksville and two above Fort Henry; others being repaired. Commodore Foote says he can not be ready to protect mortar boats for the bombardment in much less than ten days. The *Essex* will not be fit for service in less than four weeks. Nelson's division sent to relieve Smith's at Clarksville and to follow gunboats toward Nashville. They will go up as far as Buell wants them. They should return, however, as soon as possible, as they are wanted at Columbus. Randolph is said to be very strongly fortified. I can not ascertain its armament. General Pope, with 10,000 men, is advancing on New Madrid. His advance guard will reach Sykesville [Sikeston] tonight. From there the movement will be slow, as the roads are terrible. There is no return yet from Grant.

H. W. HALLECK,
Major-General.

Major-General GEORGE B. McCLELLAN,
Washington, D. C.

Report of Flag-Officer Foote, U. S. Navy, regarding the condition of affairs in and near Nashville.

CAIRO, *February 27, 1862.*

SIR: I have the honor to forward a communication just received from Lieutenant Commanding Bryant, the substance of which I have just telegraphed.

The captain of the steamer who brings the dispatch says that 6 miles below Nashville there was a battery on a high bluff which had mounted 15 guns, but several of them were thrown into the river

* See pp. 622, 632.

before the *Cairo* arrived. He also reports that a strong Union feeling was manifested in and near Nashville, and that Governor Harris, after vainly attempting to rally the citizens and others, left on Sunday morning for Memphis. He also states that the gunboats are the terror of the people at Nashville and at all points on the Cumberland River, and that on hearing of my arrival, supposing that the gunboats would proceed immediately to Nashville, the army retreated panic stricken. The unusual high water of the river, enabling the boats to ascend the river, was providential.

I have the honor to be, in a hurry, your obedient servant,

A. H. FOOTE,
Flag-Officer, etc.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

GUNBOAT CAIRO,
Nashville, Tenn., February 25, 1862.

SIR: Uncertain that my letter of the 23d reached you, I repeat that I departed from Clarksville for this point by the request of Brigadier-General Smith, commanding at Clarksville, and arrived here this morning, preceding seven steamboats, conveying an army commanded by Brigadier-General Nelson. The troops landed without opposition.

The banks of the river are free from any hostile force. The railroad and suspension bridge here are destroyed.

Very respectfully, your obedient servant,

N. C. BRYANT,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,
Commanding Flotilla, Western Waters.

[Telegram.]

CAIRO, *February 27, 1862.*

(Received 28th.)

Eight mortars are mounted since last telegram, making 28 mortars ready.

We are driving on with the *Benton* and repairs of other gunboats. I am afraid the generals are detaining two boats up the river Cumberland, and which I want to repair.

Quartermaster Wise is getting short of funds. Requisition has been honored, but the money does not come. All goes well under the circumstances.

I am negotiating for the purchase of the largest and best wharf boat in the Western waters. She cost a year ago \$27,000, and we get her for \$17,000 and pay \$3,000 of that in contraband wheat. We now pay \$1,000 per month, and is a navy yard in herself, accommodating ordnance and equipments and commissary stores, and carpenter's shops and officers' quarters.

A dispatch just received from Lieutenant Commanding Bryant says that the gunboat *Cairo* preceded General Nelson's arrival at

Nashville with his brigade, amid the waving of handkerchiefs. I will send the dispatch with further particulars.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

Immediate.]

WASHINGTON CITY, *February 28, 1862—12 m.*

The President directs me to inform you that if it is certain the two gunboats up the Cumberland River are no longer needed there, you will please order them to Cairo for repairs.

H. A. WISE,
Assistant Inspector Ordnance.

Major-General HALLECK,
St. Louis.

[Telegram.]

ST. LOUIS, *February 28, 1862.*

They have been sent to Nashville by direction of General McClellan.

H. W. HALLECK,
Major-General.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

WASHINGTON CITY, *February 28, 1862—12:10 p. m.*

I have read your telegram of yesterday to the President and he approves of the purchase of the wharf boat.

General Halleck has been directed by the President to send the two gunboats from the Cumberland River, if no longer needed there, to Cairo for repairs.

Two gunners and 50 seamen go from New York and 100 men from the lakes.

The howitzers last called for left by express three days ago.

H. A. WISE,
Assistant Inspector Ordnance.

Flag-Officer FOOTE,
Cairo.

Letter from the Bureau of Ordnance to the Assistant Secretary of the Treasury regarding funds for Flag-Officer Foote, U. S. Navy.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, February 28, 1862.

DEAR SIR: General Meigs requests me to say that the President is anxious to have money sent to Assistant Quartermaster Wise, at Cairo, as soon as possible, Flag-Officer Foote having telegraphed to the President that he is in want of funds.

I am, very respectfully, your obedient servant,

H. A. WISE,
Assistant Inspector Ordnance.

GEO. HARRINGTON, Esq.,
Treasury.

[Telegram.]

CAIRO, February 28, 1862.
(Received 10:15 a. m., March 1.)

Your telegram received. We have now 32 mortar boats ready and mortars mounted.

One gunboat in the Cumberland and two in the Tennessee River will be required for some time; two of them to be wooden boats and one ironclad.

I am apprehensive that Tennessee is not so loyal as many suppose. Columbus will fight.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General of the Army, regarding pay for men transferred from the Army to the Navy.

CAIRO, February 28, 1862.

SIR: I have received from the Army about 600 soldiers, some of them volunteers and some detailed or drafted for the gunboat service. No regular list of them has been sent, but a bundle of descriptive lists, with a statement of their accounts, have been heaped together.

The soldiers are very much dissatisfied, as they were not paid up by the Army to the date of their transfer, which I desired to be done.

I have, therefore, directed the several commanders of the gunboats to have these men put on the muster roll of their vessels as seamen, paying them at the rate of \$18 per month, without any reference to their army accounts, which I hope will meet with your approval. At the same time, it is desirable that these men should be paid up to the time they volunteered for this service.

Very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, Commanding Naval Forces, Western Waters.

Brigadier-General M. C. MEIGS,
Quartermaster-General, Washington, D. C.

Engagement at Pittsburg Landing, Tenn., March 1, 1862.

Report of Flag-Officer Foote, U. S. Navy, transmitting reports of commanding officers of the U. S. Gunboats Tyler and Lexington.

CAIRO, March 3, 1862.

SIR: I have the honor to forward reports made to me by Lieutenants Commanding Gwin and Shirk, of the gunboats *Tyler* and *Lexington*, a synopsis of which I telegraphed to you immediately on their receipt. I can not too highly commend the cautious, judicious, and bold conduct of Lieutenant Commanding Gwin and his command in the service I have assigned him on the Tennessee River. I regret that it is not in my power to go up the Tennessee in person, but the most important attack upon Columbus to-morrow with five gunboats, four mortar boats in charge of Lieutenant Commanding Phelps, and the regiments, render my presence at that point absolutely necessary. I regret that the commandant at Fort Henry did not feel authorized, at my suggestion, to send a regiment or brigade up the river without waiting for authority from his superior officer, as the case called for immediate action and would have secured us an immediate and important victory. The Union sentiment is predominant on the borders of the Tennessee, but is repressed from apprehension that it will not receive support from Union troops. I trust that the Department will grant my request to have the prize gunboat *Eastport* fitted out immediately, as she is well adapted, from her speed, to take me to the different points of my command on the Mississippi, Tennessee, and Cumberland rivers in the shortest space of time. My foot is still painful, but I hope to lay aside my crutches in a few days. I wish to retain command of the flotilla, as I have the confidence of men and officers, but still consider it to be my duty to report my condition to the Department. I beg that the Department will send me two good lieutenants of a junior date to Lieutenant Commanding Shirk. I make this application with a full appreciation of the wants of the Department of Navy officers.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Gwin, commanding U. S. S. Tyler.

U. S. GUNBOAT TYLER,

Savannah, Tenn., March 1, 1862.

SIR: Having learned that the rebels had occupied and were fortifying a place called Pittsburg, 9 miles above, on the right bank of the river (the best point in the river for that purpose), I determined to attack them.

At 12 m. the *Tyler*, followed by the *Lexington*, Lieutenant Commanding Shirk, proceeded up the river. When within 1,200 yards of Pittsburg we were opened upon by the rebel batteries, consisting, as well as we could determine, of six or eight fieldpieces, some rifled.

Getting within 1,000 yards, the *Tyler* and *Lexington* opened a well-directed fire, and we had the satisfaction of silencing their batteries. We then proceeded abreast of the place and, under the cover of grape and canister, landed two armed boats from each vessel containing, besides their crews, a portion of Company C, Captain Thaddeus Phillips, and Company K, First Lieutenant John J. Rider, of the Thirty-second Regiment Illinois Volunteers (sharpshooters), Second Master Jason Goudy, commanding the boats of the *Tyler*, and Second Master Martin Dunn, commanding the boats of the *Lexington*. The landing was successfully accomplished, and this small force actually drove back the rebels and held them in check until they accomplished their difficult object, which was to discover their real strength and purpose, and to destroy a house in close proximity to the place where the batteries had been placed.

I found in addition to their artillery they had a force of not less than two regiments of infantry and a regiment of cavalry.

In conclusion, I have to state that the result was entirely satisfactory. Their batteries were silenced in a short time; the landing was effected; the house destroyed; and we discovered from their breastworks that they were preparing to fortify strongly this point.

Too much praise can not be given to Lieutenant Commanding Shirk for the efficient manner in which his vessel was handled.

My thanks are due to Captain Phillips, Lieutenant Rider, and their men for the gallant manner in which, in the face of the enemy, they charged up the hill, drove back, and held in check, the rebels until the boats' crews had effected the destruction of the house designated.

The officers and men of this vessel behaved with the greatest spirit and enthusiasm. Much praise is due to First Master Edward Shaw and Third Master James Martin for the efficient manner in which the batteries were worked.

I would particularly call your attention to the gallant conduct of Second Master Jason Goudy, in charge of the boats on shore, who succeeded in destroying the house under such heavy fire, and Gunner Herman Peters, in charge of the howitzer, who displayed the greatest coolness and courage, although exposed to the whole fire of the enemy, all but one of his men having been wounded.

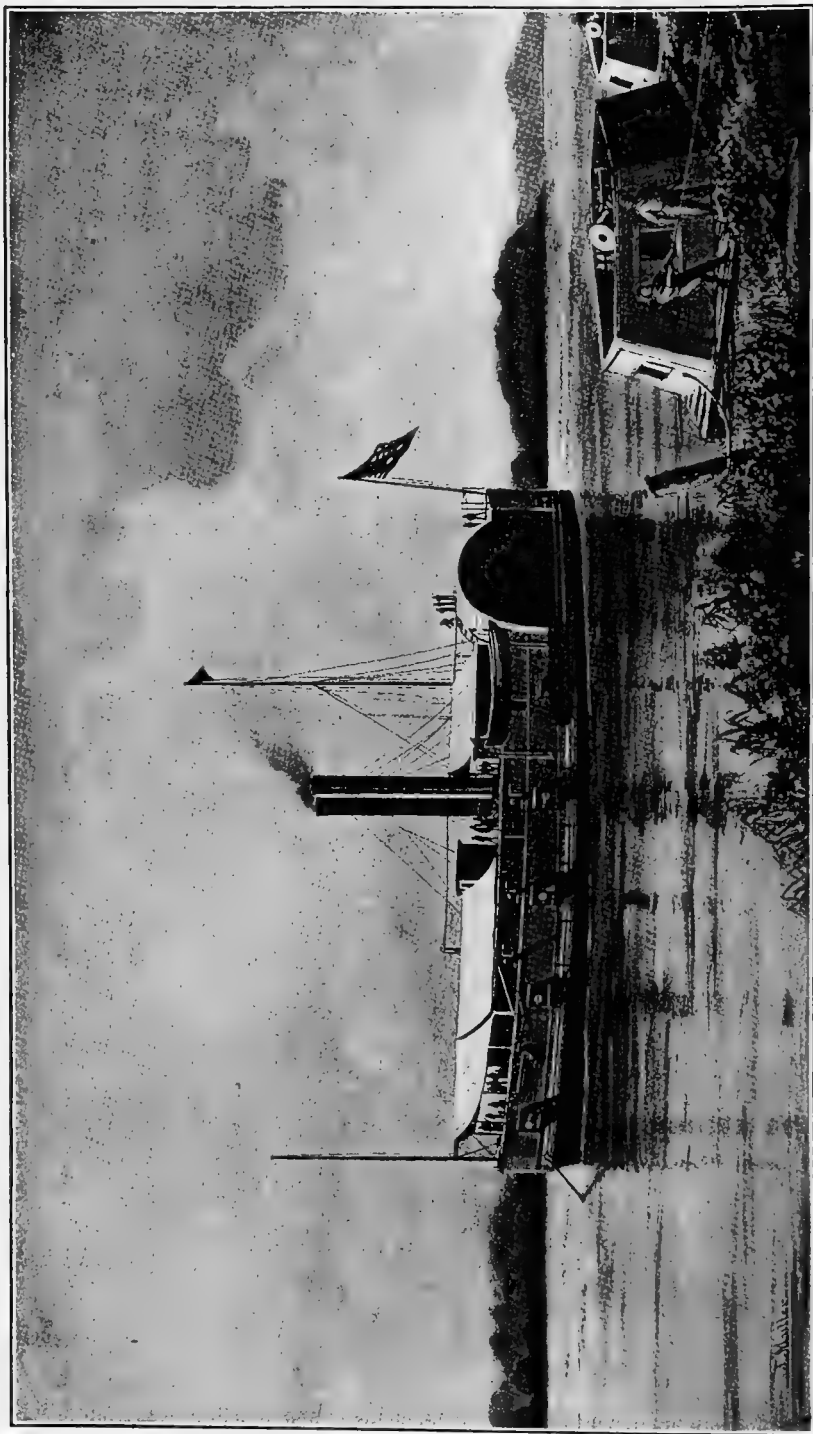
My thanks are also due to Pilots Hiner and Sebastian for their coolness under such a tremendous fire of musketry, our vessel being perfectly riddled with balls.

My aid, Acting Paymaster William B. Coleman, rendered me valuable assistance during the action.

I have sent Lieutenant Commanding Shirk to Cairo with the transport *Izetta*, loaded with the balance of the wheat I left at Clifton. I shall remain about here, paying Pittsburg a daily visit, which I hope will prevent the rebels from accomplishing their object. Captain Shirk will lay before you the importance of keeping open this, as well as all other points above here.

I have learned from reliable authority that the rebels have some 4,000 troops in Florence, five or six thousand in and about Eastport and I. U. Ka. [Iuka] (near Bear Creek Bridge), and that they are fortifying in that vicinity. You will see, therefore, the necessity of my remaining here.

We expended 95 shell, 30 stand of grape, 10 of canister, and 67 rounds of shrapnel, grape, etc., from howitzer.



UNITED STATES STEAMER TYLER AND MORTAR BOAT.

644 B

Enclosed is Acting Assistant Surgeon T. H. Kearney's report of casualties, to whom I am indebted for his unremitting attention to the wounded.

I feel confident that we inflicted a severe loss on the enemy, as several bodies were seen on the ground and many seen to fall.

I also enclose Lieutenant Commanding Shirk's report.

Hoping that my course will meet your approbation, I have the honor to be, very respectfully, your obedient servant,

WM. GWIN,

Lieut., Comdg. Division of Gunboats, Tennessee River.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces on Western Waters.

[Enclosure.]

List of casualties sustained on board the U. S. gunboat Tyler, March 1, 1862, in the action at Pittsburg, Tenn.

Pleasant Gilbert, seaman; gunshot wound of leg, necessitating amputation of the limb. Crawford T. Hill, seaman; gunshot wound of forearm. John Matthews, seaman; gunshot (flesh) wound of shoulder, slight. G. W. Shull, seaman; gunshot wound of back, slight. Robert Bell, seaman; gunshot wound of arm (flesh) and chest; not penetrating.

In detachment of Thirty-second Regiment Illinois Volunteers, U. S. Army (Company C), carried on board: Captain Phillips, gunshot wound (flesh) of leg. Daniel Messick, orderly sergeant; killed.

Respectfully,

THOS. H. KEARNEY,

Assistant Surgeon, U. S. Gunboat Service.

Lieutenant Commanding W. GWIN.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. Lexington.

U. S. GUNBOAT LEXINGTON,
Savannah, Tenn., March 1, 1862.

SIR: In company with the gunboat *Tyler*, Lieutenant Commanding Gwin, I this day proceeded in this vessel up the river to a landing on the west side, called Pittsburg, distant about 9 miles from this place.

When we had arrived within 1,200 or 1,300 yards of Pittsburg, we were fired upon by a rebel battery, consisting, as well as I could judge, of six or eight fieldpieces, one of which at least was rifled.

We returned their fire with shell, which was exceedingly well directed, and continued until after their guns were silenced.

By order of Lieutenant Commanding Gwin I dispatched on shore two armed boats in charge of Second Master Martin Dunn, containing, in addition to their own proper crews, a detachment of Company K, Thirty-second Regiment Illinois Volunteers, commanded by First Lieutenant John J. Rider, with orders to follow the motions of the *Tyler's* boats.

While the boats were being landed we kept up a steady fire of grape and shell, raking the side of the hill.

The landing party having accomplished their object, and being met by a much superior force, retired, receiving in their retreat a most terrific fire of musketry. The enemy also fired several volleys of musketry at the gunboats, and then retired back from the brow of the hill.

After the boats returned we gave the rebels a few more shell and, receiving no answer, we dropped down the river to this place.

My men report having seen several dead rebels upon the hill and I, myself, saw a shell from this vessel, after the return of the boats, take effect upon a field officer, emptying his saddle, and dropping 3 foot soldiers.

I can not speak in too high terms of the gallantry, good discipline, and spirit evinced by the officers and men whom I have the honor to command.

For the efficient services of himself and his command I am greatly indebted to First Lieutenant John J. Rider, Company K, Thirty-second Regiment Illinois Volunteers.

I regret to have to report the following casualties, viz: James Sullivan (seaman), killed; Patrick Sullivan (seaman), missing; Thomas M. Borland (seaman), missing; John Hines (corporal), Company K, Thirty-second Regiment Illinois Volunteers.

James Sullivan was seen to fall upon the field, shot through the breast.

During the action there were expended 45 8-inch shell, 25 6-inch shell, and 16 stand of grape.

Two rifles and one musket are missing; they are those taken by the unfortunate men whom we have lost.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,
Comdg. U. S. Naval Forces, Western Waters, Cairo, Ill.

[Telegram.]

CAIRO, ILL., *March 3, 1862.*

* * * * *
Saturday gunboats *Tyler* and *Lexington* attacked rebel battery of six guns, supported by two regiments of infantry and one of cavalry, at Pittsburg, on Tennessee River. Under cover of the grape and shell of gunboats, some sailors and two companies of Illinois sharpshooters landed and destroyed house where battery had been placed. The enemy being reinforced, our men returned to gunboats. Loss, 2 killed, 3 missing, and 6 wounded. Enemy's much greater.

G. W. CULLUM,
Brigadier-General.

Major-General HALLECK,
St. Louis, Mo.

Report of Flag-Officer Foote, U. S. Navy, transmitting additional information.

CAIRO, *March 6, 1862.*

SIR: I have the honor to forward a report just received from Lieutenant Commanding Gwin, of the *Tyler*, communicating important information, which, with a telegram just received from General Grant, commanding at Fort Henry, stating that the rebels were fortifying Savannah, on the Tennessee River, and calling for an additional gunboat, has been communicated to General Halleck. I shall probably send an additional gunboat, making three boats on that river.

The Assistant Secretary of War is now in my office and is informed of the state of things, and we shall be able to meet the demands, I trust, by having a force at hand sufficient to prevent any fortifications being erected on the Tennessee as far up as the stage of water will permit the gunboats to ascend the river.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT TYLER,
Cairo, Ill., March 5, 1862.

SIR: I have returned from up the Tennessee, having left Pittsburg (the place of our late engagement) last night. The enemy has not renewed his attempt to fortify. I watched the point closely, and yesterday landed under flag of truce, which was allowed to go a mile from the river before being stopped by their pickets. No sign of a renewed attempt could be discovered.

In my report of the engagement I stated that I felt confident the enemy had suffered severely. I can now report that on the morning after the engagement (Sunday), 9 dead bodies and 100 wounded, many of them mortally, were counted in their camp, which had been removed the evening of the engagement 3 miles back from the river. Some tents, where they were carrying badly wounded men they would not allow anyone to visit, they were still bringing in wounded.

There is no doubt of the correctness of the above.

It was reported that they buried 15 the evening of the engagement. I think I can safely put their loss down at 20 killed and 100 wounded.

Their force, engaged on that day, was 1,000 infantry (Louisiana), 500 cavalry (Mississippi), besides a battery of six pieces of field artillery. Two guns, -32-pounders, were on the ground, but not mounted.

I have reliable information that the enemy have now at Corinth, Miss., 18 miles from the Tennessee River (Pittsburg), junction of Mobile and Ohio and Memphis and Charleston railroads, 15,000 to 20,000 troops.

At Henderson Station, 18 miles from Coffee Landing, Tennessee River, and 35 miles by railroad from Corinth, some 10,000 or 12,000, bodies of troops arriving every day, mostly from Columbus, and some from Louisiana.

At Bear Creek Bridge, 7 miles back of Eastport, Miss., they have from 8,000 to 10,000, and are fortifying.

At Chickasaw, Ala., I understand, they are erecting heavy batteries. This last not very reliable.

Information received last night near Savannah, Tenn., from a reliable source indicates that General [A. Sidney] Johnston, with all his force, is falling back from Murfreesboro to Decatur, Ala., the place where the Memphis and Charleston Railroad crosses the Tennessee River and the junction of the railroad leading from Nashville to that place, showing that they are preparing to send large reinforcements to Bear Creek.

The result of the recent elections in Hardin and McNairy counties, South Tennessee, will prove to you that the Union sentiment is very strong throughout that section of the State.

The former gave 500 majority for the Union candidate out of a poll of 1,000 votes; the latter gave 200 majority Union out of a poll of 1,800 votes.

The constant cry from them to me is, "Send us arms and a sufficient force to protect us in organizing and we will drive the secessionists out of Tennessee ourselves."

I enlisted a few more men. Captain Phillips recruited several for his company.

I have captured J. B. Kendrick, of Captain [B. A.] Fitzgerald's company of Tennessee volunteers, who represents himself as a colonel of militia of the State of Tennessee, and Clay Kendrick, private in Captain Fitzgerald's company, Colonel Crews's regiment, Tennessee volunteers.

Very respectfully, your obedient servant,

WM. GWIN,

Lieutenant, Comdg. Division of Gunboats on Tennessee River.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces on Western Waters.

Letter from the Assistant Secretary of the Navy to Flag-Officer Foote, U. S. Navy, regarding various matters.

NAVY DEPARTMENT, March 1, 1862.

MY DEAR SIR: As we are just receiving your letters of the 31st December, 1861, I fancy you never got any of my notes. I observed that you were taken down from Clarksville when bound to Nashville, and I imagined the reason at once. I also notice your proposition about first going to Fort Henry. I will take care that these matters shall be placed publicly to your credit; have no fears on that head. Carter has raised you 100 men at Erie, and 50 seamen will go from New York. We do this with five ships waiting for crews, and the *Narragansett* not yet relieved, though their times are up. Please keep us posted up with official documents and copies of telegraphs, as in the [Forts] Henry and Donelson affairs—all received—so that I can have copies in the hands of naval friends. J. W. Grimes, of the Senate, is your strong friend; perhaps a note to him, giving a narrative (not complaining), would be agreeable. Your reputation is that of

the Navy and the cause, and well you have sustained it under difficulties that place the entire credit on your head, and none here, or with the Western general. I understand him. Is Perry sick or well? I wish some trophy of your noble fight at Fort Henry. Can you send any little flags or old swords for distribution to the naval committees? With the warmest wishes for your health and safety—success you will win—

Yours, most truly,

G. V. Fox.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces in Western Waters.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis March 1, 1862.

Transportation is going down the river for General Pope as rapidly as we can collect it. If he can reach the river a little above New Madrid and out of the reach of their guns, he may cut off all reinforcements from Columbus. Consult Commodore Foote, and with Pope fix a day for the attack on New Madrid and a mortar bombardment of Columbus. My idea of the demonstration on Columbus is to anchor the mortar boats near the bank on the Belmont side, so as to be covered, and use the gunboats mainly to defend them. The gunboats should not be much exposed, but should reserve themselves for the real attack.

Send copy of this to General Pope.

H. W. HALLECK,
Major-General.

Brigadier-General CULLUM,
Cairo.

Personal letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, March 1, 1862.

MY DEAR FOOTE: I want you to send officially to the Navy Department the facts with reference to the project for taking Fort Henry, [Tenn.]. You sent a telegram bearing on the matter to Commodore Smith, which Fox has had copied and handed to several senators; but he thinks, as I think, that so important a document, together with the concomitant circumstances, should be placed on the archives of the Department, as much for your reputation as for the credit of the Navy.

The President directed me yesterday to telegraph Halleck to send the two gunboats from the Cumberland to Cairo for repairs, as you requested, and Halleck replied, "They have been sent to Nashville by direction of General McClellan," which I have not shown the President, as it might make trouble; and more especially since you say in your dispatch of yesterday that the boats would be required some time longer up the rivers.

The Department has sent you all the drilled seamen, 50, that could be spared, and they have been jerked out of the *Sabine*, very much to the disgust of Commodore Ringgold, the captain of that ship.

I take your dispatches to the President at whatever moment, night or day, they arrive, and as I rarely leave the wires before 2 or 3 o'clock in the morning the telegrams never lie idle. From the beginning of this mortar business, he was perplexed to know how to get matters straight, but when he put me on the track I made it clear to him, and since then the machine has been flying along with not a break-down or any risk of a break-up, so long as I can hold on to the levers.

* * * * *

Your Nashville proclamation is thought by everybody to have been excellent and not a word too much or too few, and the only sensible document of the kind yet published.

I wish you all manner of health and success, my friend, and hope soon to hear that you are playing "Hail Columbia" at Columbus.

Ever faithfully, yours,

H. A. WISE,
U. S. Navy.

Flag-Officer A. H. FOOTE,
Cairo.

[Telegram.]

CAIRO, *March 1, 1862.*

(Received March 2d.)

Three more mortars are mounted, making 35. Three mortar boats remain and two mortars.

I have applied to the Secretary of the Navy to have the rebel gunboat *Eastport*, lately captured in the Tennessee River, fitted up as a gunboat, with her machinery in and lumber. She can be fitted out for about \$20,000, and in three weeks. We want such a fast and powerful boat. Do telegraph about her, as we now have carpenters and cargo ahead on her and she is just what we want. I should run about in her and save time and do good service. Our other ironclad boats are too slow. The *Eastport* was a steamer on the river, and she, being a good boat, would please the West.

No reply yet from the Secretary and time is precious.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Columbus, Ky., evacuated by the Confederates and occupied by the Union forces March 1-4, 1862.

Report of Flag-Officer Foote, U. S. Navy.

CAIRO, *March 1, 1862.*

SIR: Lieutenant Commanding Phelps, sent with a flag of truce to-day to Columbus, has this instant returned, and reports that Columbus is being evacuated. He saw the rebels burning their winter

quarters and removing their heavy guns on the bluffs, but the guns in the water batteries remain intact. He also saw a large force of cavalry drawn up ostentatiously on the bluffs, but no infantry to be seen as heretofore. An encampment seen in our armed reconnoissance a few days since has been removed. Large fires were visible in the town of Columbus and upon the river banks below, indicating the destruction of the town, military stores, and equipments. I shall consult General Cullum and we shall probably proceed to Columbus with the force we have ready soon after daylight. General Polk informs us that he will send a flag of truce at meridian to-morrow to the point where the flags of truce met to-day, in reference to which we shall be governed according to circumstances. But as General Cullum has not been fully consulted, I can give no particular information of our movements to-morrow.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, *March 3, 1862.*

I have made an armed reconnoissance within 3 or 4 miles of Columbus to-day with the ironclad steamers *Cincinnati* and *Louisville*, with Commanders Stembel, Dove, and Phelps, but the rain and dense fog prevented us from ascertaining whether or not the water battery had been removed, although we saw fires at Columbus and in rear of the bluff upon which heavy guns had been mounted, indicating an evacuation. I shall propose to General Cullum to confer with General Halleck, suggesting that in a few days a land force, together with several gun and mortar boats, return to Columbus and take possession of that place.

A. H. FOOTE,
Flag-Officer.

Hon. G. WELLES.

[Telegram.]

COLUMBUS, KY., *March 4, 1862.*

SIR: Columbus is in our possession. My armed reconnoissance on the 2d instant caused a hasty evacuation, the rebels leaving quite a number of guns and carriages, ammunition, and large quantity of shot and shell, a considerable number of anchors, and the remnant of chain lately stretched across the river, with a large number of torpedoes. Most of the huts, tents, and quarters destroyed. The works are of very great strength, consisting of formidable tiers of batteries on the water side and on the land side surrounded by a ditch and abatis. General Sherman, with Lieutenant Commanding Phelps, not knowing that the works were last evening occupied by 400 cavalry of the Second Illinois Cavalry, as a scouting party sent by General Sherman from Paducah, made a bold dash to the shore under the batteries, hoisting the American flag on the summit of the bluff,

greeted by the hearty cheers of our brave tars and soldiers. The force consisted of 6 gunboats, 4 mortar boats, and 3 transports, having on board two regiments and two battalions of infantry, under command of Colonel Buford, General Cullum and General Sherman being in command of the troops. The former, leaving a sick bed to go ashore, discovered what was evidently a magazine on fire at both extremities, and immediately ordered the train to be cut and thus saved the lives of the garrison. While I can not express too strongly my admiration of the gallantry and wise counsels of the distinguished aid and engineer of General Halleck, General Cullum, I must add that Commanders Dove, Walke, and Stembel, and Lieutenants Commanding Paulding, Thompson, Shirk, and Phelps, the latter being in command of the mortar division, assisted by Lieutenant Lyford, of the Ordnance Corps of the U. S. Army, nobly performed their duty. I have my flag aboard the *Cincinnati*, commanded by the gallant Commander Stembel. General Sherman remains temporarily in command at Columbus.

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Foote, U. S. Navy.

U. S. FLAG-STEAMER CINCINNATI,
Columbus, March 4, 1862.

SIR: I have the honor to forward a copy of the telegram sent to the Department to-day announcing the fall of Columbus.

The fleet not being in a condition to proceed down to Island No. 10, and to New Madrid, where the rebels are reported as fortifying, I leave for Cairo immediately to make the necessary preparation for going down the river with a suitable force of gunboats and mortar boats in a proper condition for effective service. I am fully impressed with the importance of proceeding to New Madrid as soon as possible, where General Pope has arrived with 10,000 men; but such is the condition of my command that I shall decline moving, as I informed Generals Sherman and Cullum, unless I am ordered to do so by the Secretary of the Navy, as I must be the judge of the condition of the fleet and when it is prepared for the service required.

It is due to Commander Pennock, the fleet captain, and to Mr. Sanford, the ordnance officer of the flotilla, to say to the Department that these efficient officers earnestly entreated me to permit them to go on this expedition as well as up the Tennessee and Cumberland rivers, but their services in preparing the gun and mortar boats at Cairo being absolutely necessary, I reluctantly denied their application from a sense of duty to the Government; yet their services should be regarded as important to the great object of the expedition as if they had participated personally in the different actions.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Commanding Naval Forces.

HON. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

[Telegram.]

CAIRO, *March 1, 1862.*

Captain Phelps reports Columbus being evacuated now; guns, except from water battery, removed; quarters burned. Large force of cavalry but no infantry visible. Encampment seen Tuesday on bluff gone. Columbus on fire and stores probably being destroyed. Polk did not send ladies, but proposes sending flag to some point to-morrow at 12 o'clock. Foote will make demonstration to-morrow or Monday.

G. W. CULLUM,
Brigadier-General.

Major-General HALLECK,
St. Louis, Mo.

Report of Brigadier-General Cullum, U. S. Army.

COLUMBUS, KY., *March 4, 1862.*

Columbus, the Gibraltar of the West, is ours, and Kentucky is free, thanks to the brilliant strategy of the campaign, by which the enemy's center was pierced at Forts Henry and Donelson, his wings isolated from each other and turned, compelling thus the evacuation of his strongholds of Bowling Green first and now Columbus.

At 4 o'clock this morning the flotilla, under Flag-Officer Foote, consisting of six gunboats, commanded by Captains Dove, Walke, Stembel, Paulding, Thompson, and Shirk; and four mortar boats, in charge of Captain Phelps, U. S. Navy, assisted by Lieutenant Lyford, Ordnance Corps, U. S. Army; and three transports, conveying Colonel Buford's Twenty-seventh Illinois Regiment and battalions of the Fifty-fourth and Seventy-first Ohio and Fifty-fifth Illinois, commanded by Majors Andrews and Sanger, the whole brigade being under Brigadier-General Sherman, who rendered me most valuable and efficient assistance.

On arriving at Columbus it was difficult to say whether the fortifications were occupied by our own cavalry on a scout from Paducah or by the enemy. Every preparation was made for opening fire and landing the infantry when General Sherman and Captain Phelps, with 30 soldiers, made a dashing reconnoissance with a tug, steaming directly under the water batteries. Satisfied that our troops had possession, they landed, ascended to the summit of the bluff, and together planted the stars and stripes amid the heartiest cheers of our brave tars and soldiers.

Though rising from a sick bed to go upon the expedition, I could not resist landing to examine the works, which are of immense strength, consisting of tiers upon tiers of batteries on the river front and a strong parapet and ditch, covered by a thick abatis, on the land side. The fortifications appear to have been evacuated hastily, considerable quantity of ordnance and ordnance stores, a number of anchors, and the remnant of the chain which was once stretched over the river, and a large supply of torpedoes remaining. Desolation was visible everywhere; huts, tents, barracks presented nothing but their blackened remains. Though the town was spared, I discovered

what appeared a large magazine smoking from both extremities and caused the train to be immediately cut. A garrison was left in the work of nearly 2,000 infantry and 400 cavalry, which I will strengthen immediately.

I urged upon Flag-Officer Foote the importance of immediately attacking the batteries of Island No. 10 and New Madrid, but that gallant commodore, after consulting with his brave captains, was of the opinion that two or three days of repairs to the gunboats was indispensable.

G. W. CULLUM,
Brigadier-General Volunteers, U. S. Army, Chief of Staff.

Major-General HALLECK,
St. Louis, Mo.

[Telegram.]

COLUMBUS, KY., *March 2, 1862.*

The work is done. Columbus gone. Self and staff move in half an hour. Everything secured.

L. POLK.

Hon. J. P. BENJAMIN,
Secretary of War.

Report of Major-General Polk, C. S. Army.

HDQRS. FIRST GRAND DIVISION, ARMY OF THE MISSISSIPPI,
Humboldt, Tenn., March 11, 1862.

* * * * *

In pursuance to instructions received from the Department I evacuated Columbus, as I informed Mr. Benjamin by telegraph, on the 3d. The work was done promptly and thoroughly, though under the guns of the enemy's boats. The operation was effectually masked, and I retired, all my military stores of every description, ammunition, and guns all being removed. I fired the buildings of every description erected by the army, and with my staff brought up the rear. I had been there just six months; had a small force always under my command; had made the post well-nigh impregnable; a solid barrier, shutting out the enemy from the Mississippi Valley by the river. The necessity compelling its abandonment was a trying one, but it was met as described.

I have taken position below at Island No. 10, where I have erected a series of batteries, which makes the passage down the river by boats as difficult as at Columbus, and which can be held by a much smaller force. I send you, by the messenger who takes this, maps of the locality. I do not think the enemy's gunboats can pass the island, and think that General McCown, with his army of 8,000, will hold it. He has part of his force at New Madrid, part at Madrid Bend and Island No. 10. His right flank is protected by a chain of lakes. Hol-

lins' fleet is aiding him in holding New Madrid. If he should have to give that point up it would not involve by any means a surrender of the river (I mean the town of New Madrid, and indeed the Missouri shore). He can hold the island and the bend, and keep the enemy off from the Tennessee side by his gunboats.

* * * * * *

I remain, respectfully, your obedient servant and friend,
L. POLK,
Major-General, Commanding.
 His Excellency President DAVIS.

[Telegram.]

WASHINGTON, [March] 2, 1862.

The President instructs me to inform you that you have his authority to fit the steamer *Eastport* according to the plan proposed in your telegram to me dated yesterday.

H. A. WISE,
Assistant Ordnance.

Flag-Officer FOOTE.

[Telegram.]

CAIRO, March 3, 1862.
 (Received 10 a. m., 4th.)

Thirty-seven mortars are mounted and one mortar astray; but we have enough and to spare.

I go to Columbus at 4 a. m. to-morrow with five gunboats, four mortar boats, and two regiments to take possession.

Say to the Secretary of the Navy that I shall give a general order not to land from gunboats in my absence, as men must not be risked except in fighting on board. The army ought to do the shore work.

Generals Cullum and Sherman go with me in the morning.

A. H. FOOTE,
Flag-Officer.

Chief of BUREAU OF ORDNANCE,
Navy Department.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Gwin, U. S. Navy, restricting the naval force from operations on shore.

CAIRO, March 4, 1862.

SIR: I have received your report and have forwarded it to the honorable Secretary of the Navy, with commendatory remarks. But I must give a general order that no commander will land men to make an attack on shore. Our gunboats are to be used as forts, and as they have no more men than are necessary to man the guns, and as the army must do the shore work, and as the enemy want nothing better than to

entice our men on shore and overpower them with superior numbers, the commanders must not operate on shore, but confine themselves to their vessels.

In haste, respectfully, etc.,

A. H. FOOTE.

Lieutenant Commanding GWIN.

P. S.—Be cautious, as it is an element equally necessary to bravery; and life must not be risked without a prospect of entire success.

A. H. F.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, March 4, 1862.

The gun and mortar boats should not wait for repairs, but make an immediate demonstration on Island No. 10, and, if possible, assist General Pope at New Madrid. This is of vital importance, and there should be no delay. I have much better information than you have of the condition of affairs, and, where possible, my instructions should be obeyed.

H. W. HALLECK,
Major-General.

Brigadier-General CULLUM and Flag-Officer FOOTE,
Cairo.

[Telegram.]

CAIRO, *March 5, 1862.*

The soldiers sent here from the Army of the Potomac are clamorous for their arrears of pay, due them previous to their coming out, which they say was promised them on their arrival here.

Will you immediately ascertain how these men can be paid up to the time of their transfer to the gunboat service, as we can not pay them in this way, which causes great disaffection among them.

I pay them as seamen at the rate of \$18 per month from the time of entering in the gunboat service, without any reference to their army accounts. They ought to be paid up to the time of their transfer to the Navy.

The pilot houses and some other parts of the gunboats and machinery being out of order, I can not with safety move down the river for two or three days.

Mortar boats are nearly ready.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

WASHINGTON CITY, *March 5, 1862—5:30 p. m.*

The President has issued instructions to the War Office to pay the men transferred from the Army.

The shrapnel and ordnance mechanic went by express to-day.

H. A. WISE,

Assistant Inspector Ordnance.

Flag-Officer FOOTE, U. S. Navy,
Cairo.

[Telegram.]

NAVY DEPARTMENT, *March 5, 1862.*

Foote has in his flotilla VIII-inch guns of 63-cwt., 1 X-inch Dahlgren, IX-inch Dahlgren, and the howitzers you have sent. He has besides the army 42-pounder rifled, which I presume will not require tools.

H. A. WISE,

Assistant Inspector Ordnance.

Captain DAHLGREN.

[Telegram.]

CAIRO, *March 5, 1862.*

(Received 6th.)

I left two mortar boats yesterday at Columbus, and am preparing eight more to move next week on Island No. 10 and upon New Madrid.

The gunboats have been so much cut up in the late engagements at Forts Henry and Donelson in the pilot houses, hulls, and disabled machinery, that I could not induce the pilot to go in them again in a fight until they are repaired.

I regret this, as we ought to move in the quickest possible time, but I have declined doing it, being utterly unprepared, although General Halleck says go, and not wait for repairs; but that can not be done without creating a stampede amongst the pilots and most of the newly made officers, to say nothing of the disasters which must follow if the rebels fight as they have done of late.

We want no more men.

I have sent an additional ironclad gunboat to Columbus.

A. H. FOOTE,

Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

MARCH 6, 1862—9 a. m.

The mechanic is ready to start and will go to Cairo to-day. No IX-inch shrapnel have been sent to Cairo. Would it not be well to send some?

The 42-pounders on the *Benton* and other boats should be replaced by IX-inch or XI-inch guns.

J. A. DAHLGREN.

Captain HARWOOD,
Chief of Ordnance.

Letter from Brigadier-General Cullum, U. S. Army, to Flag-Officer Foote, U. S. Navy, requesting a demonstration upon Island No. 10 and New Madrid.

DEPARTMENT OF THE MISSOURI,
Cairo, Ill., March 6, 1862.

FLAG-OFFICER: Major-General Halleck desires that a demonstration by gun and mortar boats should be made by Monday morning next upon Island No. 10 and then upon New Madrid, in order to relieve the command of General Pope, now in front of that place. The forces of General Pope are needed for movement up the Tennessee and must be ordered back without results unless we can bring them by river early next week, after capturing Island No. 10 and New Madrid.

To effect these important results, I desire to know whether you can have ready for service by Sunday night four gun and four mortar boats; if so, I will provide transports for movement of land forces for as many as may be necessary to remove from New Madrid and such portion of General Pope's forces as can be safely spared after capturing New Madrid and Island No. 10.

Your immediate attention will greatly oblige,

Yours, respectfully, and most obedient servant,

GEO. W. CULLUM,
Brigadier-General, Chief of Staff and Engineers.

Flag-Officer FOOTE, U. S. Navy,
Commanding Flotilla, Western Waters.

Order of Major-General Halleck, U. S. Army, to Brigadier-General Cullum, U. S. Army, regarding faulty cooperation on the part of the Navy.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, March 7, 1862.

I did not wish Commodore Foote to attack Island No. 10 with his gunboats. On the contrary, I directed that they should not be exposed to enemy's batteries. All they were to be used for was to protect the mortar boats from sharpshooters and field batteries. I believe that a few hours' bombardment with mortar boats would have caused the enemy to evacuate. If not, it would have served as a demonstration and reconnoissance. If my instructions had been

obeyed in the bombardment of Columbus, we should have saved much of the enemy's guns and property. I repeat, I do not want the gunboats to fight till they are ready.

As Commodore Foote declines to cooperate, General Pope's army will be immediately withdrawn, except so much as may be necessary to secure the road against any advance of the enemy. I will telegraph him orders, to be immediately forwarded from Cairo. Provide transportation as rapidly as possible and send them up the Tennessee.

H. W. HALLECK,
Major-General.

Brigadier-General CULLUM,
Cairo.

Unofficial letter from the Assistant Secretary of the Navy to Flag-Officer Foote, U. S. Navy, regarding proposed construction of ironclads.

NAVY DEPARTMENT, *March 7, 1862.*

MY DEAR COMMODORE: Under the law authorizing the building of ironclad vessels the Department proposes to construct some of them on the Western waters, and it would be very desirable if you could give your views, either directly to the Department or to some of those persons West who propose to meet the advertisement of the Department. We ought to avail ourselves of the experience you have acquired in actual battle.

Yours, very truly,

G. V. Fox.

Flag-Officer A. H. FOOTE,
Comdg. Naval Forces, Western Waters, Cairo, Ill.

[Telegram.]

MARCH 7, 1862—2:25 p. m.

Can you send the screw cutter to Cairo, and will it be necessary to send a workman with it?

H. A. WISE,
Assistant Inspector Ordnance.

Captain DAHLGREN,
Navy Yard.

[Telegram.]

CAIRO, *March 7, 1862.*
(Received 1:15 p. m., 8th.)

The *Benton* is underway and barely stems the strong current of the Ohio, which is 5 knots per hour in this rise of water, but hope, by putting her between two ironclad steamers to-morrow, she will stem the current and work comparatively well. I will report to-morrow.

I hope on Wednesday to take down seven ironclad gunboats and ten mortar boats to attack Island No. 10 and New Madrid.

A portion of iron plating for pilot houses and chains are yet on board of a steamer from Cincinnati which was pressed to go up to the Cumberland, but will be here to-morrow or next day.

As the current in the Mississippi is in some places 7 knots per hour, the ironclad boats can hardly return here, therefore we must go well prepared, which detains us longer than even you would imagine necessary from your navy-yard and smooth-water standpoint.

Assistant Secretary Scott has been to Columbus to-day and received General Pillow's official report.

We are doing our best, but our difficulties and trials are legion.

A. H. FOOTE,
Flag-Officer.

Chief of BUREAU OF ORDNANCE,
Navy Department.

*Medical report regarding injury sustained by Flag-Officer Foote,
U. S. Navy.*

CAIRO, March 8, 1862.

I have to-day carefully examined the results of the injury which Flag-Officer Foote received on the 14th of last month in the attack on Fort Donelson and found them as follows: The anterior portion of the instep of the left foot is considerably swollen and painful, especially when pressure is made on the center of the back and sole of the foot, or when movements of the toes are attempted. The skin does not present any discoloration, the sheaths of the tendons of the extensors of the toes are distended and the periosteum of the metatarsal bones of the great and second toes thickened; in other words, the effects of the bruise have entirely ceased, as far as the skin and areolar tissue are concerned, while they are still existing in the fibrous structures of the part. The bones were not directly injured, nor is there any displacement or secondary affections of the articulations with which they enter. Judging from the present aspects of the case, and the length of time elapsed since the infliction of the injury, I must suppose that it was either of a very severe character from the first, or that very little, if any, improvement has taken place in consequence of neglect of the main [requirements] of a cure, viz, absolute rest and horizontal position of the whole extremity.

GEORGE AIGUER, M. D.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Grant, U. S. Army, transmitting copy of telegram expressing opinion regarding capture of Fort Henry.

CAIRO, March 8, 1862. •

MY DEAR GENERAL: In your letter to me enclosing your sister's touching and beautiful note, showing a highly cultivated and delicate mind, crowned with strong religious faith, you mention Phelps's congratulatory letter, but make no allusion to mine. I also wrote you as earnest, if not as good, an effusion of congratulation at being promoted, as it were, on that sanguinary field where you have placed your name so high on the pages of your country's history, but it

seems you did not receive this; therefore, take this as a substitute, and give my love, the love of an old man, to your accomplished sister, who I know will take it from the friend of her distinguished brother.

I send a copy of my telegram and shall be most happy to enlarge upon it, giving the details if you wish, as we were anxious to proceed against Fort Henry before I ever heard of its being the intention to do so from any higher quarter.

Excuse my chirography and composition, as I am in a hurry, and believe me as ever,

Yours, most faithfully,

A. H. FOOTE.

Major-General GRANT,
Commanding, etc.

[Enclosure.]

CAIRO, *January 28, 1862.*

Commanding General Grant and myself are of opinion that Fort Henry, on the Tennessee River, can be carried with four ironclad gunboats and troops to permanently occupy.

Have we your authority to move for that purpose when ready?

A. H. FOOTE,
Flag-Officer.

[General HALLECK.]

[Endorsement.]

The above copy was forwarded by Commodore Foote, who requested me to verify it at the telegraph office.

It (the office copy) differs from the above slightly. As it stands above, with erasures and interlineations, it comports with the office copy. Commodore Foote thinks his copy right, as he says he would hardly have addressed you as "Commanding Grant."

C. C. W.

[Telegram.]

CAIRO, *March 8, 1862.*

Sent first telegram to Pope at 10, and at 2 a special messenger, with your last instructions. Have urged Foote again and again to go down with gun and mortar boats, but can not induce him to move before Wednesday. Will have railroad so far completed to-morrow as to send the whole reinforcements to Pope, unless you direct otherwise.

G. W. CULLUM,
Brigadier-General.

Major-General HALLECK.

[Telegram.]

HEADQUARTERS, DEPARTMENT OF THE MISSOURI,
St. Louis, March 8, 1862.

Two additional gunboats (unarmored will do) should be sent up the Tennessee. I have just received General Pope's dispatch of the

5th, saying that he occupied Point Pleasant on the evening of the 4th and could hold it. If so, perhaps he had better hold on and not withdraw his forces. I am anxiously waiting for further information.

H. W. HALLECK,
Major-General.

THOMAS A. SCOTT,
Assistant Secretary of War, Cairo, Ill.

[Telegram.]

CAIRO, ILL., *March 8, 1862.*

Commodore Foote says it is impossible for fleet to be ready before Wednesday, and I hope General Pope can maintain position until then.

Can you arrange to meet General Buell in Louisville on Monday? If you leave St. Louis Sunday evening by way of Mitchell you can reach Louisville on Monday morning. General Buell can reach Louisville Sunday night or Monday morning. It seems to me important that an interview should take place, and thus fully understand the work before both. Please answer.

THOMAS A. SCOTT,
Assistant Secretary of War.

Major-General HALLECK.

Letter from Flag-Officer Foote, U. S. Navy, to Brigadier-General Cullum, U. S. Army, stating his unreadiness to cooperate against Island No. 10.

CAIRO, *March 8, 1862.*

GENERAL: I have repeatedly stated to you and to Assistant Secretary Scott that I shall not be ready with the flotilla to move on Island No. 10 and New Madrid until Wednesday, leaving here in the course of that day with gun and mortar boats.

If I am peremptorily ordered to move before that time by Assistant Secretary of War Colonel Scott, I shall try to do it, but under a remonstrance that I shall deem it an act involving, in all probability, the most disastrous consequences to the flotilla and to the service for which it was designed to perform.

The pilot houses are unsafe and the vessels are not in a condition which would enable them to make anything of a stand against such a resistance as the rebels have made in every instance. I can not, therefore, except under this strong remonstrance, be a party to an act which I believe would terminate in the utter demoralization of my command.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Brigadier-General GEO. W. CULLUM,
Chief of Staff and Engineers.

Letter from Flag-Officer Foote, U. S. Navy, to the Quartermaster-General, U. S. Army, regarding pay for the men.

CAIRO, March 9, 1862.

MY DEAR GENERAL: Your letter referring to the payment of soldiers \$18 per month was received this evening, and as Assistant Secretary Scott is here, who fully understands the peculiarities and embarrassments of our condition, I asked him if he would explain it, and have given him your letter for that purpose.

Situated as we are here, and having at times received men from St. Louis who were discharged from the Army after shipping in the flotilla, I naturally, even if not properly, applied the same rule or rate of pay as to them. It would be difficult, indeed, to go on with the flotilla, or even to keep the men, if we made a difference in persons performing the same duty now. It would lead to a stampede among them if we attempt to reduce their pay; and if it is to be charged against me by the Government, I must see the flotilla is not rendered ineffective, or keep up the rate of pay which I have instituted. Still, the loss of half or all my pay would in itself be a slight consideration to the mental agony and physical exhaustion which I have suffered for the last six months. No results, however successful, would at all compensate me for what I have suffered in the progress of our work. Although results which can tend to vindicate our right to retain all the States in the Union would be cheaply purchased at my sacrifice and that of dozens like me, with a wounded foot keeping me on crutches in great pain, leads me to say that whenever the Department is disposed to send any officer in my place I will willingly surrender my position to him.

The changing of crews, for want of men, from disabled to sound ships, with other difficulties, has rendered it impossible to keep the financial, as well as all other departments of the flotilla, in that strict and correct form that in a regular service belonging exclusively to either War or Navy Departments would do; still, I write rather to explain why I consult Secretary Scott, and trust that you will appreciate my motives.

We move on Island No. 10 and New Madrid on Wednesday, and expect to fight at both places. I have sent Captain Wise to stop repairs on the *Essex* till the estimates are sent to you for approval.

I am required to send Lieutenant Wise a telegram daily, which is read to the President, all of which I presume you understand, which, with my absence and great pressure of business, has prevented my writing to you much of late.

In a great hurry, I am, respectfully and truly, yours,

A. H. FOOTE.

Brigadier-General M. C. MEIGS,
Quartermaster-General, Washington, D. C.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, March 10, 1862.

Send all siege guns to Pope he wants. I understand you have six—enough for both lines. Why can't Commodore Foote move

to-morrow? It is all important. By delay he spoils all my plans. Persuade him to go see Scott and have him assist you.

H. W. HALLECK,
Major-General.

Brigadier-General CULLUM,
Cairo, Ill.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, March 10, 1862.

Flotilla should go down the river as far as possible without engaging any batteries below Point Pleasant. Forts Randolph and Pillow will be turned. No use to engage them; but I want the navigation of the river as far down as possible. General Curtis has just gained a great victory on Sugar Creek, Ark. Our loss 1,000. I now hope soon to be able to go to the Tennessee.

H. W. HALLECK,
Major-General.

THOMAS A. SCOTT,
Assistant Secretary of War, Cairo.

[Telegram.]

CAIRO, *March 10, 1862.*
(Received 11th.)

I will be ready Wednesday.

We want nine extra chains for gunboats, of 1½ inches, sent immediately, with hasp shackles.

We want four Dahlgren rifled guns of 8,000 pounds weight, fitted complete with carriages and all. They are for the *Eastport*, prize gunboat, with 300 shells for each of the rifled guns. Please send immediately.

Do not send swivels with the chains, as they can not go through the hawse pipes.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, *March 11, 1862.*
(Received 12th.)

Please tell Mr. Lenthall we want nine chain cables, to be 1½ inches in diameter, or about that size, and 90 fathoms long.

If you have the 50-pounder Dahlgren rifles of about 8,000 pounds, I would prefer it; not the 30-pounders if not of much less weight than 8,000 pounds.

We go to-morrow, if we can raise any troops from the Army, to occupy after we have taken Island No. 10 and New Madrid.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

Immediate.]

WASHINGTON CITY,
March 11, 1862—11 a. m.

Mr. Lenthall will send you the extra chain cables.

We have no Dahlgren rifles of the weight you ask for the *East-port*, and I think 9-inch guns would be better. If you coincide, say the word and the guns and all complete shall be immediately put in motion.

H. A. WISE,
Assistant Inspector Ordnance.

Flag-Officer FOOTE,
Cairo.

[Telegram.]

CAIRO, *March 13, 1862—11 p. m.*
(Received 14th.)

The ironclad boats can not be held when anchored by the stern in this current on account of the rods between fantails forming the stern, which yaws them about, and as the sterns of the boats are not clad and have but two 32-pounders astern, you will see our difficulty of fighting downstream. We must therefore tie up to the shore the best way we can and help the mortar boats.

I have long since expressed to General Meigs my apprehensions about these boats' defects.

Do not have any gunboats for river built with wheels amidships, as the driftwood would take the wheels, even if it had a powerful engine.

I feel it my duty to state these difficulties, which could not be obviated when I came here, as the vessels were modeled and partly built.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Letter from the Secretary of War to Charles Ellet, jr., requesting an interview at the War Department.

WAR DEPARTMENT,
Washington City, D. C., March 14, 1862.

SIR: The Secretary of War desires me to say that he would be pleased to see you at the War Department this afternoon at 5 o'clock.

I am, sir, very respectfully, your obedient servant,

L. THOMAS,
Adjutant-General.

Mr. C. ELLET, Jr.

Letter from Lieutenant Wise, U. S. Navy, to senior officer at Cairo, regarding armament, etc., for the gunboat Eastport.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, March 15, 1862.

SIR: The armament for the gunboat *Eastport*, together with carriages, equipment, and projectiles complete, has been ordered forwarded with all possible dispatch to Cairo, and is as follows:

Two 50-pounder Dahlgren rifles, 5,000 pounds each.

Two 30-pounder Dahlgren rifles, 3,000 pounds each.

Six 32-pounders, 33 hundredweight.

I am, very respectfully, your obedient servant,

H. A. WISE,
Assistant Inspector Ordnance.

Senior NAVAL OFFICER,
Gunboat Flotilla, Cairo.

[Telegram.]

WASHINGTON CITY, March 15, 1862—11:10 a. m.

General Meigs desires me to say to Flag-Officer Foote that he advises him to disregard all points on the river, to destroy all rebel gunboats, and push on direct to New Orleans.

H. A. WISE,
Assistant Inspector Ordnance.

Senior NAVAL OFFICER,
Cairo.

Report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. Tyler, regarding a reconnoissance in the Tennessee River and engagement with battery at Chickasaw, Ala.

U. S. GUNBOAT TYLER,
Pittsburg, March 16, 1862.

SIR: I have the honor to report that, in obedience to your orders, I reported to General Grant at Fort Foote on the 7th instant and remained at Danville Bridge, 25 miles above, awaiting the fleet of transports until Monday morning, by direction of General Grant, when, General Smith arriving with a large portion of his command, forty transports, I convoyed them to Savannah, arriving there without molestation on the 11th.

The same evening, with General Smith and staff on board, made a reconnoissance of the river as high as Pittsburg. The rebels had not renewed their attempts to fortify at that point, owing to the vigilant watch that had been kept on them in my absence by Lieutenant Commanding Shirk.

The same evening, 11:45, stood up the river with the *Lexington*, Lieutenant Commanding Shirk, for the purpose of reaching Eastport by daylight, it having been reported to me that the rebels had erected a battery at Chickasaw, Ala., $1\frac{1}{2}$ miles above that place.

Arriving there at 7:30, this vessel and the *Lexington* opened fire on the point which had been indicated. The rebels immediately responded. After expending 60 shell, having accomplished my object, which was to ascertain the strength of their battery, both vessels retired without any damage having been done on our side.

As well as I can judge, their battery consists of five pieces, three rifled, and, with the exception of one, I should think not less than 32-pounders. Both vessels have been since actively employed in conveying transports to, and covering the landing of troops, at different points above Savannah, in this river.

The river is again very high and rising. The people here have given substantial evidence of the strength of the Union sentiment so often expressed to me before in this vicinity, as very many have enlisted in the different regiments.

The *Tyler* is lying at Pittsburg for the protection of General Sherman's division, which has occupied that point. The *Lexington* is lying at Crump's Landing, protecting the division of General Wallace, which occupies that point. Everything is working favorably for the cause of the Union.

Enclosed you will find Lieutenant Commanding Shirk's report.

I have the honor to be, very respectfully, your obedient servant,

WM. GWIN,

Lieut., Comdg. Division of Gunboats, Tennessee River.

Flag-Officer A. H. FOOTE, U. S. Navy,

Commanding Naval Forces on Western Waters, Cairo, Ill.

[Enclosure.]

U S. GUNBOAT LEXINGTON,
Pittsburg, Tenn., March 15, 1862.

SIR: I have the honor to make the following report of my proceedings since my last arrival in this river:

We reached Savannah on the 5th instant. The next morning received on board this vessel twenty armed men, refugees from Wayne County, Tenn., who asked my protection from the rebel marauding cavalry. Six of these men were from a rebel regiment which has been stationed at Clarksville, and had been told, upon the fall of Fort Donelson, to make the best of their way home. Their arms were those that had been issued at Clarksville. Some of these twenty men have shipped on board of this vessel, and the remainder have enlisted in regiments in General Smith's command.

I then proceeded up the river to take a look at this place, and discovered several flags of truce on the hill. I sent a boat to communicate with a rebel officer at the landing, and received a letter for Lieutenant Commanding Gwin, in relation to exchange of prisoners. No work has been done since the bombardment of the place on the 1st instant by the *Tyler* and this vessel.

The nights of the 7th and 8th I laid at Craven's Landing, protecting many Union men from [William H.] Robinson's rebel cavalry.

During the 8th and 9th I conveyed about 120 refugees from Craven's and Chalk Bluff to Savannah for safety. On the 9th I paid another visit to Pittsburg, having on board Colonel Worthing-

ton, of General Smith's advance. On the 10th I took on board some more arms at Chalk Bluff.

That night I laid opposite Savannah, the transport with the Forty-sixth Ohio Volunteers lying at the town.

On the 11th the U. S. Gunboat *Tyler* arrived, followed by General Smith with his command in sixty-three transport steamers. At midnight this vessel followed the *Tyler* up the river to make a reconnaissance, and at 7:20 a. m. on the 12th instant reached Chickasaw, Ala., where we discovered the rebels had erected a battery, as had been reported. The two gunboats opened fire upon it at long range, which was returned by the enemy.

This vessel expended 25 shell. There were no casualties. The battery consisted of at least five pieces, two or three of which were rifled. One of the latter was a 32-pounder, and had a very great range, great enough to prevent the landing of troops at Eastport. At 11:30 a. m. we reached Savannah again.

That evening I convoyed a division under General Wallace to Crump's Landing, and laid there that night and the following day and night.

This morning I convoyed another division under General Hurlbut to this place and went on with the transport *Crescent City* to where General Sherman had his command, about 10 miles below Eastport. I returned at 5 p. m. and will await here further orders. There are no rebel troops near here at present, General Cheatham, who was at Shiloh (3 miles back from here) day before yesterday, having gone with his command to Purdy. The river is rising very rapidly, and there is so much backwater that General Sherman found it impossible to perform the duty upon which he was sent. General Wallace succeeded night before last in destroying about half a mile of the railroad a few miles north of Purdy.

Twelve new-made graves have been found upon the hill at this place.

The small arms which I have taken from Craven's and Chalk Bluff belong to Union men, and I have promised that they should eventually be returned to their owners.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE,
Comdg. U. S. Naval Forces, Western Waters, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

HEADQUARTERS WESTERN GUNBOAT FLOTILLA,
Cairo, Ill., March 22, 1862.

SIR: Lieutenant Commanding Shirk, in the *Lexington*, arrived this morning to fill up with provisions, stores, etc. He reports that he was ordered by General Grant to convoy transports down to the mouth of the Tennessee River.

Lieutenant Commanding Gwin, I am informed, has forwarded to you to this place a report of his proceedings, also enclosing report of Lieutenant Commanding Shirk.

As those reports have not been received, I send you a copy of that of Lieutenant Commanding Shirk, which he has just handed me.

General Grant considers it necessary that there should be three gunboats in the Tennessee River.

The work on *Eastport* is progressing. Should I change the arrangements now made it will cause much delay. I recommend to go on with the work as we are now doing.

The Mississippi and Ohio rivers are still rising and the knowing ones here think that Cairo will be overflowed.

If it is possible the ammunition boats, or one of them, should be sent up to take from the magazine as much of the powder as can be stowed. The water is not far from it now.

We are obliged to move the filled shell from the fort to the wharf boat.

I have only been able to obtain 120 bales of hay, all that could be procured in Cairo. Should any more arrive shortly, I will send it to you, unless otherwise directed.

I enclose you telegram received from Washington to-day.

The *Lexington* has left for the Tennessee River.

Some three or four men on board the *Denning* are unfit for service and wish to be discharged. Have I your authority to discharge them?

There are two or three recruits transferred from the Army who are also unfit for service. Have I the authority to send them back to their regiments?

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

Flag-Officer A. H. FOOTE,
Commanding Gunboat Flotilla.

Jack, I am sorry to say, has not recovered from his wound. I will send him as soon as he is able to go.

A. M. P.

[Telegram.]

WASHINGTON CITY, *March 22, 1862—11:15 a. m.*

Inform the flag-officer that his requisition for rifled guns is being filled as fast as possible, but all can not be supplied of the Dahlgren pattern.

I would recommend you to forward to the flag-officer the 50-pounder rifles which were intended for the *Eastport*.

H. A. WISE,
Assistant Inspector Ordnance.

SENIOR NAVAL OFFICER,
Cairo.

[Telegram.]

CAIRO, *March 23, 1862.*
(Received 9 a. m. 24th.)

Nothing of importance from the flotilla to-day. The flag-officer requests that the 250 men promised will be sent without delay.

A. M. PENNOCK,
Senior Officer.

H. A. WISE,
Assistant Inspector Ordnance.

[Telegram.]

WASHINGTON CITY, *March 24, 1862—9:45 a. m.*

Your telegram of yesterday received.

The Secretary wishes to know if the flag-officer wants 250 more sailors from the Navy.

H. A. WISE,
Assistant Inspector Ordnance.

SENIOR NAVAL OFFICER,
Cairo.

Report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. Tyler, regarding Confederate batteries in the Tennessee River.

U. S. GUNBOAT TYLER,
Pittsburg, Tenn., March 24, 1862.

SIR: I have the honor to inform you that since my last report, dated March 21, I have been actively employed cruising up and down the river.

The *Lexington* arrived this morning. The *Tyler*, accompanied by the *Lexington*, proceeded up the river to a point 2 miles below Eastport, Miss., where we discovered the rebels were planting a new battery at an elevation above water of 60 [degrees], consisting of two guns, one apparently in position. We threw several shell into it, but failed to elicit a reply.

The battery just below Eastport, consisting of two guns, then opened upon us. Their shot fell short. I stood up just outside of their range and threw three or four 20 [second] shell at that battery, none of which exploded, owing to the very defective fuze (army). The rebels did not respond.

I have made no regular attack on their lately constructed batteries, as they are of no importance to us, our base of operations being so much below them. I have deemed it my duty, however, to annoy them, where I could with little or no risk to our gunboats. They will not, I think, attempt to place any guns lower down the river than Indian Creek, which is 3 miles below Eastport, Miss., $4\frac{1}{2}$ miles below Chickasaw, Ala. That will leave us 23 miles of river above the point which our army now occupies (Pittsburg).

The *Lexington*, Lieutenant Commanding Shirk, will cruise down the river from this point. The *Tyler* will cruise above.

I have heard that the *Dunbar* and *Kobb*, rebel transport steamers, which were sunk in Cypress and Kane creeks, near Florence, Ala., have been raised; but in my four visits up the river have not been able to discover any signs of them. I doubt the truth of the report.

I have granted a leave of absence to First Master Edward Shaw (subject to your approval), on account of ill health.

Very respectfully, your obedient servant,

WM. GWIN,

Lieutenant, Comdg. Division Gunboats, Tennessee River.

Commander A. M. PENNOCK,

Fleet Captain, Commanding Gunboats,

Tennessee and Cumberland Rivers, Cairo, Ill.

Letter from Brigadier-General Strong, U. S. Army, to Flag-Officer Foote, U. S. Navy, transmitting information regarding construction of vessels for river service by the Confederates at New Orleans.

HEADQUARTERS U. S. FORCES,

Cairo, Ill., March 24, 1862.

MY DEAR COMMODORE: I enclose you a copy of letter received this morning from Captain Dresser. It contains important information relating to movements of the enemy down the river. I have sent General Pope, also Colonel Buford, a copy of the same.

Very truly, yours,

W. K. STRONG,

Brigadier-General, Commanding.

Flag-Officer FOOTE,

On the Benton, near Island No. 10.

[Enclosure.]

CAIRO, ILL., *March 24, 1862.*

GENERAL: I left Savannah, Tenn., yesterday morning, and, while at Perryville, some 40 miles this side of Savannah, we took on board a man by the name of M. A. Clark, formerly of Paducah, Ky., late of New Orleans. He left New Orleans a week ago last Tuesday. I gained from him the following statement: Fort Pillow was being evacuated when he was at Memphis last Wednesday. Confederates moving all their stores from Memphis to Corinth. The heavy guns of Fort Pillow were left under water. Beauregard was at Jackson on Thursday last; would leave with his troops on Friday for Corinth. Eleven magazines and 200 cars were taken from the Mississippi Central Railroad to the Memphis and Charleston Railroad, to move [A. Sidney] Johnston's forces from Decatur to Corinth.

Confederates are building thirteen gunboats at New Orleans, twelve of them for river service and one for sea service. One, "Murray's boat," carries thirty guns; would be ready last week, and balance this week. Were to come up the river as soon as finished. Bragg and Polk were at Corinth.

Very respectfully, your obedient servant,

JASPER M. DRESSER,

Captain.

Brigadier-General STRONG,

Commanding, Cairo.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 25, 1862.

Pretended Union man from New Orleans, just arrived within our lines, represents that the rebels are building one or more river boats at that place, clad in railroad iron, like the *Merrimack*. Such a river boat could pass any of our batteries, destroy Commodore Foote's flotilla, and burn the steamboats in the Western waters. This is a very serious matter, which requires immediate attention.

If there are any very heavy guns at Pittsburg, they should be sent immediately down the Ohio, to be mounted at Cairo or Columbus.

I have written to Commodore Foote to know if either of his gunboats can be more heavily ironclad, so as to meet the apprehended danger. If so, authority should be given to alter her; if not, authority should be given to immediately construct a river monitor capable of meeting anything the enemy can send up the river.

The matter seems to me to admit of no delay.

H. W. HALLECK,
Major-General.

E. M. STANTON,
Secretary of War, Washington.

[Telegram.]

WAR DEPARTMENT, *March 25, 1862—6:35 p. m.*

Yours of this date has just arrived. Information of the same character reached me from other sources this morning, and this evening a number of Western boat builders meet at the Department to consider the best mode of meeting the rebel boat. The universal opinion among naval and military engineers in the East is that a floating ram, striking and sinking the ironclad vessel, is the best mode of encountering it. A large-class boat at St. Louis might perhaps be got ready in a short time. Would it not be well for you to consult some of your river men? Commodore Vanderbilt has given his steamship *Vanderbilt* for the purpose, and it is now at Norfolk to meet the *Merrimack*, and, although not armor clad, he is very confident of being able to run her down. Charles Ellet, a distinguished engineer, has given the subject much attention. I will send him to-morrow to see and consult you and with authority to act as you may deem best. He is a man of courage and energy, and willing to risk his own life upon his own job.

EDWIN M. STANTON,
Secretary of War.

Major-General HALLECK,
St. Louis.

[Telegram.]

WASHINGTON CITY, *March 25, 1862—1:15 p. m.*

Please do all you possibly can to get the 30-pounder rifles to Cairo which were ordered on by the Army, as their prompt delivery is of the utmost importance to the Western Flotilla.

H. A. WISE,
Assistant Inspector Ordnance.

R. P. PARROTT,
Cold Spring, New York.

Report of Fleet Captain Pennock, U. S. Navy, regarding affairs at Cairo, Ill.

CAIRO, *March 25, 1862.*

MY DEAR FLAG-OFFICER: I dispatched yesterday everything that Walke required; also sent workmen and tools to fit the collar for the pilot house of the *Benton*.

To-day I am engaged in getting on board of the *Wilson* one 8-inch gun and 13-inch mortar shells.

The Mississippi and Ohio continue to rise. I am uneasy about the powder, but will do all I can to preserve it.

If it is possible, the *Great Western* and *Judge Torrence* should come up and take on board as much as they can stow.

The 32-pounder and two 50-pounder rifles for the *Eastport*, with several cars loaded with ordnance, have arrived. Dove has written from Hickman for coal. Wise will send it to him. I have telegraphed for the 250 men promised you.

I am rejoiced to hear that you have received a cheering letter from Mrs. Foote. That God in His mercy may preserve you both in happiness and health is the sincere prayer of

Your friend,

A. M. PENNOCK.

Flag-Officer FOOTE,
Benton.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army.

BENTON,

Off [Island] No. 10, March 26, 1862.

GENERAL: In view of the rebels having, as is reported, thirteen gunboats at New Orleans, irrespective of four or five below New Madrid, with the *Manassas*, or ram, at Memphis, I respectfully suggest, in view of the contingency of their passing up the river, it would be desirable to have a river battery placed at Columbus which would sweep the river below that point.

Cairo, being now almost overflowed, presents a less defensible position than Columbus.

I am, sir, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding, etc., St. Louis, Mo.

Order of Flag-Officer Foote, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, cautioning commanding officers to watch the condition of the rivers.

FLAG-STEAMER BENTON,
Island No. 10, March 26, 1862.

SIR: You will inform the commanders of the gunboats *Cairo*, *Tyler*, and *Lexington* not to be caught up the river with too little water to return to Cairo. They, of course, before leaving, will consult the generals with whom they are cooperating. As it is reported on the authority of different persons from New Orleans that the rebels have thirteen gunboats finished and ready to move up the Mississippi, besides the four or five below New Madrid, and the *Manassas*, or ram, at Memphis, the boats now up the rivers and at Columbus or Hickman, should be ready to protect Cairo or Columbus in case disaster overtakes us in our flotilla. * * *

Acting Lieutenant Commanding Sanford * * *

Respectfully, etc.,

A. H. FOOTE,
Flag-Officer.

Commander PENNOCK,
Cairo, Ill.

Letter from Quartermaster Wise, U. S. Army, to Flag-Officer Foote, U. S. Navy, regarding the forwarding of supplies for the flotilla.

CAIRO, March 26, 1862.

MY DEAR FLAG-OFFICER: I have attended to all your directions with the assistance of Captain Pennock, who never tires when anything is to be done for the public service. * * *

I have chartered the *John H. Dickey*, a very fine, large boat, and filled her up with everything requisite for the squadron, enough to last until you get to New Orleans, if you do not defer it too long. We have expectations here that the high water will help the good work you are engaged in by spoiling your enemy's powder and saving your own.

Mr. Henriques has been at the office to-day, which I do not think of benefit to him.

I had a letter from Henry to-day in relation to the fight at Hampton Roads.

Respectfully and truly,

GEO. D. WISE.

Flag-Officer A. H. FOOTE, U. S. Navy,
Comdg. Naval Forces, Western Waters, Island No. 10.

[Telegram.]

WAR DEPARTMENT, *March 26, 1862.*

This Department desires the immediate aid of your association in the following particulars:

1st. That you would appoint three of its active members most familiar with steamboat and engine building who would act in concert with this Department and under its direction, and from patriotic motives devote some time and attention for thirty days in purchasing and preparing such means of defense on the Western waters against ironclad boats as the engineers of this Department may devise.

2d. Designate one of your most capable and substantial citizens who would accept the temporary appointment of assistant quartermaster, and in that official capacity make such contracts, audit and adjust such accounts, as the Department would authorize in the above business. My object is to bring the energetic, patriotic spirit and enlightened, practical judgment of your city to aid the Government in a matter of great moment, where hours must count and dollars not be squandered.

Please let me know as quickly as possible whether the desire of the Department can be effected, and furnish me with the name of the committee and the person designated to act as assistant quartermaster.

EDWIN M. STANTON,
Secretary of War.

To the PRESIDENT OF THE BOARD OF TRADE,
Pittsburg, Cincinnati, New Albany.

Report of Lieutenant Bryant, U. S. Navy, commanding U. S. S. Cairo, transmitting statement regarding the armament of Fort Zollicoffer.

GUNBOAT CAIRO, *Paducah, March 27, 1862.*

SIR: In compliance with instructions of General Halleck, expressed in a note from the chief of staff, Army of the Ohio, a copy of which in enclosed, I departed from Nashville, am tarrying here to receive coal, and shall proceed "up the Tennessee River."

I enclose a copy of a statement of an officer of this vessel relating to the armament of Fort Zollicoffer, some 6 miles below Nashville, abandoned by the enemy before the arrival of Federal forces.

The coils of cordage, chains, and anchors, alluded to in a former letter, I left there, not having means of transportation to your depot.

I desire information regarding compensation of the Cumberland River pilot received from the *Conestoga* on the 18th ultimo. He came on board by a verbal order from the commander of that vessel, Lieutenant Phelps. I have no authority to order payment for his services and know not what salary is to be allowed.

Very respectfully,

N. C. BRYANT,
Lieutenant, Commanding.

Commander PENNOCK.

[Enclosures.]

U. S. GUNBOAT CAIRO, *March 25, 1862.*

SIR: Having been ordered by you to make an examination of Fort Zollicoffer, I herewith make the following report:

The fort is situated on a gradual slope of ground, terminating at its summit, about 130 feet above an ordinary stage of water in the river, mounting thirteen heavy guns of the following description:

Gun A. $6\frac{1}{2}$ -inch rifle, pivot; carriage partly burned, not spiked; marked on trunnion $\overset{P}{J. S. C.}$

Gun B. $6\frac{1}{2}$ -inch rifle, 32-pounder, 62-cwt.; marked C. F. No. 30; spiked; carriage destroyed.

Gun C, 6-inch rifle, 32-pounder, dismantled; spiked; carriage destroyed.

Gun D. 6-inch smoothbore; marked on trunnion McW. and Co., P. P. F.; weight, 5,609; No. 154; marked on muzzle J. W. R.; has been heated, dismantled.

Gun E. 6-inch; bore, smooth; marked on muzzle, No. 47, R. L. B.; on trunnion, 1837; spiked, dismantled; carriage burned.

Gun F. Mounted on pivot carriage; spiked; $6\frac{1}{2}$ -inch rifle, 32-pounder; weight, 58, 1, 2, 6; marked on trunnions, $\overset{P}{C. M. S.}$, 1852.

Gun G. 6-inch smoothbore; weight, 5,548; date, 1837; marked on trunnion, McC. W. & Co., B. F. P.; spiked; mounted on half carriage.

Gun H. 6-inch smoothbore; mounted on frame, wheels gone; weight, 5,625; spiked; loaded to the muzzle; mark on trunnion, W. B. P.

Gun I. Six-inch rifle, heavy breech; weight 9,490; marked over trunnions, C. S. A. Tredegar Works, Richmond, Va.; 1861; spiked, dismantled; carriage slightly burned; rough finish on exterior.

Gun J. Six and three-fourths-inch smoothbore; not spiked; weight 41, 0, 24; No. 38; 32-pounder; marks on trunnion, W. P. F., 1837; dismantled; carriage in good order, less one wheel.

Gun K. Rifle, 32-pounder, in good order, heavy breech; No. 629, T. F.; weight 5, 7, 2, 18; lies in the road one-fourth of a mile from the fort.

Gun L. Rifle, 32-pounder; No. 653; weight, 5,810; in good order; lies in the road near Gun K; mark on trunnion, $\overset{P}{J. S. C.}$

Gun M. Lies in the edge of water, dismantled, carriage alongside; supposed to be 32-pounder, smoothbore.

In addition to the above, found one 6-inch 32-pounder burst into fragments. Found a 6-pounder down the bluff, dismantled, made in Rome, Ga., one fieldpiece, 6-pounder, weight 1,010, made by Ellis & Co., Nashville, Tenn.; 3 gun carriages for shipboard, roughly made; about 2,000 bars of railroad iron; about 500 bars badly bent, that had been used to cover the magazine and thrown in all directions; cotton that had been used for breastworks, burned and stolen; about 25 tons of shell not charged. Canister all exploded.

JOHN SWANEY,
Third Master, U. S. Gunboat Cairo.

N. C. BRYANT,
Commander, U. S. Gunboat Cairo.

HEADQUARTERS ARMY OF THE OHIO,
Nashville, March 24, 1862.

SIR: In accordance with instructions from General Halleck, you will please proceed with your gunboat up the Tennessee River and report to General Grant at or near Savannah or Pittsburg.

I am, sir, very respectfully, your obedient servant,

JAMES B. FRY,
Acting Chief of Staff.

Lieutenant BRYANT,
Commanding U. S. Gunboat Cairo, Present.

Letter from Major-General Halleck, U. S. Army, to Flag-Officer Foote, U. S. Navy, regarding statements relative to construction of ironclad river boats by the Confederates.

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 25, 1862.

It is stated by men just arrived from New Orleans that the rebels are constructing one or more ironclad river boats to send against your flotilla. Moreover, it is said that they are to be cased with railroad iron like the *Merrimack*.

If this be so I think a single boat might destroy your entire flotilla, pass our batteries, and sweep the Western rivers.

Could any one of your gunboats be clad in the same way so as to resist the apprehended danger? If not, how long would it require to build a new one for that purpose?

I have telegraphed to the Secretary of War for authority to have any suitable boat altered or prepared; or if there be none suitable, to build a new one. As no time is to be lost, if any one of the gunboats now in service will bear this change it should be taken in preference to building a new one. I shall await your answer. Could not the *Essex* be so altered?

Yours, truly,

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE,
Commander.

Letter from Flag-Officer Foote, U. S. Navy, responding to request of Major-General Halleck for the preparation of a vessel to resist attack of Confederate ironclads.

FLAG-STEAMER BENTON,
Off Island No. 10, March 27, 1862.

GENERAL: I have this moment received your communication of the 25th instant.

I send our ordnance officer, Acting Lieutenant Commanding Sanford, whom I can ill spare from here even for a day, to confer with you on the subject-matter of your letter.

There is no vessel now in the flotilla that can be armored as you suggest. This is the only one which could bear the additional

weight of iron required, and she already is so deep and wanting in steam power that it would make her utterly useless with the additional weight of iron.

I suggest that a strong boat be fitted up in St. Louis and armored—in fact, two vessels—in the shortest possible manner, with a view of protecting the river at Cairo, or Columbus would do better, if it was fortified with heavy guns sweeping the river below. These boats will require at least a month to be fitted up. As to the place, etc., Lieutenant Sanford will consult with you. Commander Porter, of the *Essex*, is also in St. Louis, who is fitting out the *Essex*, and who will remain there for the present. He will attend to the new boats and get them ready in the shortest possible time.

Please let Mr. Sanford return immediately, as his services in supplying us with ammunition and stores from Cairo, as well as the new rifles to replace our old and condemned rifles, are absolutely necessary to our operations here.

I will direct Commander Porter to report to you at St. Louis.

In a hurry, I am, respectfully, yours, etc.,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding Department of Mississippi, etc., St. Louis, Mo.

Order of Flag-Officer Foote, U. S. Navy, to Commander Porter, U. S. Navy, to report for consultation with Major-General Halleck, U. S. Army.

FLAG-STEAMER BENTON,
Off Island No. 10, March 27, 1862.

SIR: You will report to General Halleck and consult with him and Mr. Sanford about fitting up one or two ironclad steamers capable of resisting any ironclad boat that the rebels may have.

Do not detain Mr. Sanford at all; he must return to Cairo at once, as we want ammunition and new rifle guns, as ours are bursting. He must return immediately. You must confer with General Halleck and go ahead; and if you get a good boat ready, you will take command of her and join me. Mr. Sanford will telegraph for rifle guns for *Essex* and other vessels and give you all that is required.

In a hurry, as mail is leaving,

Very respectfully, etc.,

A. H. FOOTE,
Flag-Officer.

Commander WM. D. PORTER,
Commanding Essex, St. Louis, Mo.

Letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy, announcing the forwarding of a testimonial.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, March 27, 1862.

MY DEAR FOOTE: As a very trifling appreciation of the great work you have done and are performing for the country and Navy, Mr. Ames, of Chicopee, desires me to forward you his mite, in a regulation sword and belt, which I forward by express to the care of my brother at Cairo.

Hoping sincerely that you may long be keen after the blade has become dull, I am, as ever,

Faithfully, yours,

H. A. WISE,
U. S. Navy.

Flag-Officer FOOTE, U. S. Navy,
Island No. 10, Mississippi River.

[Telegram.]

WASHINGTON CITY, March 27, 1862—1 p. m.

Inform the flag-officer that 16 30-pounder rifles, with the entire equipment, have gone with special agents to Cairo, and they should be forwarded the moment they arrive.

Telegraph the condition of affairs to me for the President in cipher.

H. A. WISE,
Assistant Inspector Ordnance.

Captain G. D. WISE,
Cairo.

[Telegram.]

WASHINGTON CITY, March 27, 1862—3:20 p. m.

The flag-officer's telegram in reference to rifled cannon is received.

Only three of Dahlgren's rifled 50-pounders can be supplied and they were intended for the *Eastport*, but can be used for other boats. The projectiles and cartridge bags went with them by express.

Sixteen Parrott 30-pounders, with their entire equipment, with 8,000 projectiles, are now going forward with special agents.

The sights, coins, and [all] else asked for are going by express.

Allegheny Arsenal has been ordered to give powder and extra fuzes.

No reply received to the Secretary's enquiry of 24th about sailors.

H. A. WISE,
Assistant Inspector Ordnance.

Lieutenant SANFORD, U. S. Navy,
Cairo.

Instructions from the Secretary of War to Charles Ellet, jr., for the preparation of rams for service on the Western waters.

WAR DEPARTMENT,
Washington, D. C., March 27, 1862.

SIR: You will please proceed immediately to Pittsburg, Cincinnati, and New Albany and take measures to provide steam rams for defense against ironclad vessels on the Western waters. Instructions will be forwarded you by mail to Pittsburg, in conformity with which you will guide your proceedings, and from time to time receive such other instructions as may be required. All contracts and purchases will be made by a special quartermaster, to be appointed to act with you, and all expenditures will be made by him and under his direction. You will be compensated for your service at the rate of pay allowed by law for similar service, to wit, \$10 per day and mileage at the rate of 10 cents per mile.

Yours, truly,

EDWIN M. STANTON,
Secretary of War.

CHARLES ELLET, Jr.

[Telegram.]

WASHINGTON, *March 28, 1862.*

Unless for imperative reasons, do not confine your work to one locality. Give a portion to Cincinnati and New Albany, so as to avoid the imputation of local favoritism, and also to bring out the whole mechanical energy of the Ohio Valley. Proceed as speedily as you can to Cincinnati. The Board of Trade there are ready to act energetically with you. Confer with Mr. [Joseph C.] Butler, the president of the board at Cincinnati, with whom I am in communication. Report daily to me.

EDWIN M. STANTON,
Secretary of War.

CHARLES ELLET,
Monongahela House.

[Telegram.]

ST. LOUIS, *March 28, 1862.*

I hear nothing further of the New Orleans gunboats. You must use your own judgment under your instructions in regard to the most expeditious method of preparing to meet them.

H. W. HALLECK,
Major-General.

CHARLES ELLET, Jr.

[Telegram.]

PITTSBURG, *March 28, 1862.*

I am at the Monongahela House, Pittsburg, by instructions from the Secretary of War, to prepare boats with which to sink the rebel rams.

If the necessity is very pressing, I will start a boat and mechanics and materials immediately, with instructions to strengthen and protect her as well as they can on the way down the river, and follow her up with others as fast as they reach here.

If more time can be allowed, the work can be better done here. They will be only off-hand contrivances at best, mere substitutes for rams, but if we find a few brave pilots and engineers to man them I think we can make them do the work.

CHARLES ELLET, JR.

Major-General HALLECK,
St. Louis.

[Telegram.]

WAR DEPARTMENT,
Washington, March 28, 1862.

General [James K.] Moorhead has gone to Pittsburg to aid you and put you in communication with the committee there. The rebels have a ram at Memphis. Lose no time.

EDWARD M. STANTON,
Secretary of War.

CHARLES ELLETT, JR.,
Monongahela House.

[Telegram.]

PITTSBURG, *March 28, 1862.*

I propose to proceed to Cincinnati as soon as I secure some of the strong coal towboats to be found here, and get them underway.

The committee purchased one this evening, and I hope to have mechanics at work on her to-morrow.

I expect to be able to get another class of boats at Cincinnati that will be available along with these.

I will report to you daily.

CHARLES ELLETT, JR.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

WAR DEPARTMENT,
Washington, [D. C.], March 29, 1862.

Steam rams are rapidly being prepared under the direction of Engineer Ellet, at Pittsburg, and he proceeds immediately to Cin-

cinnati to fit up some there. They are the most powerful steam-boats, with upper cabins removed, and bows filled in with heavy timber. It is not proposed to wait for putting on iron. This is the mode in which the *Merrimack* will be met. Can you not have something of the kind speedily prepared at St. Louis also?

EDWIN M. STANTON,
Secretary of War.

Major-General HALLECK,
St. Louis.

Statement of Charles Ellet, jr., giving his views regarding the construction and service of the Ram Fleet.

PITTSBURG, March 29, 1862.

DEAR SIR: I wish to give you my views as briefly as possible.

It is said that the enemy have eleven gunboats below Island No. 10, and, as I understand, they are supposed to have others fitted up as rams ascending the Mississippi, one of which has reached Memphis.

I propose to strengthen the hulls of some of the swift, strong towboats, which I am told can only be obtained here, and fit them up as speedily as possible, to be used as extempore rams.

To go down to Island No. 10, or any other stronghold of the rebels, and at a proper time during the contest, when the rebel gunboats seem to be in a favorable position, run down before the batteries and drive our rams at full headway into the rebel boats, doing what I can by preliminary preparations to save the men if our own boats should be sunk.

These boats, the river men here say, will all make 18 or 20 miles an hour down the Mississippi. It will be very difficult to hit them at that speed, and I will try to protect the engines and boilers against any ordinary shot.

It is not impossible that I can so strengthen our own hulls as to sink any Mississippi boat we can hit fairly, and yet save our own.

I seek good boats, and do not intend to make alterations which will injure them materially for future use, if they are not lost in the service.

If successful in sinking the rebel gunboats at Island No. 10, I would proceed down the river and lay our boats up under General Pope's guns.

I shall need a few strong and swift towboats of a smaller class, and these would then be used as pickets to watch the approach of the rams or other hostile boats below New Madrid.

I may need, also, one or two larger old boats to shelter our rams in running under the enemy's batteries. This is about my plan to meet the present condition of things, though the conditions may change materially before I am ready.

To carry out this plan, we ought to have at least as many boats as there are boats to be run down. Indeed, we ought to provide more. No boat can stop to strike twice, and some may not hit their adversaries fairly, or may get the worst of it.

The men must take service with a full knowledge of the dangerous nature of the duty, the enemy's fire being the least of the dangers. I would like to be authorized to assure them that their names will be reported to the Secretary of War, who will recommend them if they do well to the President and Congress. I think this will be valued more than specific rewards.

Very respectfully, your obedient servant,

CHARLES ELLET, Jr.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

PITTSBURG, *March 31, 1862.*

SIR: I made but little progress Sunday, but am doing much better to-day. Mechanics are scarce. I have no reply from you to my letter of Saturday.

Your last instructions to the special quartermaster limit me to one more boat here, and I do not wish to exhaust my authority until one of the best boats arrives.

My plan is to run by the enemy's batteries and sink their transports and gunboats below wherever we can find them. But with all my care the machinery will be very much exposed to the enemy's shot. Some of the boats will probably be crippled. I ought to have enough for the work and for contingencies.

Respectfully,

CHARLES ELLET, Jr.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

WASHINGTON, *March 31, 1862.*

As soon as you can get work underway, I wish you would proceed immediately to Cincinnati. I can have two or three good naval officers detailed, if you desire, to take command of your squadron when it is ready. Whatever number you need of boats I shall authorize to be purchased. When can you go to Cincinnati?

E. M. STANTON,
Secretary of War.

CHARLES ELLET, Jr.

[Telegram.]

PITTSBURG, *March 31, 1862.*

Both your dispatches of this evening are received. Immediately on receiving the first, the committee secured two of the strongest tow-boats, to be delivered on arriving here, Wednesday and Thursday.

I will order timber and iron to be prepared for them in advance, and then leave for Cincinnati.

I prefer daring and skillful river men, if they can be got, to handle the boats; but will apply for naval officers if there is any difficulty in procuring the proper men here, which I do not expect.

All possible aid is rendered by the committee and Mr. Nimick.

Respectfully,

CHARLES ELLET, JR.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

WASHINGTON CITY, *March 31, 1862—12:15 p. m.*

The front and breech sights for the 30 and 50 pounder rifles went with the invoice, but should they not arrive in time others will be sent.

The charge for the 30-pounder cartridge is 2 pounds, and 50-pounders is 3½ pounds, which is just what the bags are made to hold.

Forty rifles of 30 and 50 pounder calibers, with equipments and projectiles complete, are going forward with every possible dispatch, and which are for the entire flotilla, including the *Eastport*.

H. A. WISE,

Assistant Inspector Ordnance.

A. M. PENNOCK, U. S. Navy,
Cairo.

Report of Fleet Captain Pennock, U. S. Navy, mentioning the cause of delay in the preparation of the captured gunboat Eastport.

CAIRO, *March 31, 1862.*

MY DEAR FLAG-OFFICER: I have shipped by the steamer *Pike* two anchors, about 1,500 pounds, and four chains 1½-inch large. These, with the two anchors about the same weight sent last week, complete the number directed by you to be sent.

I have directed Mr. Wilson to send as soon as possible the ammunition, etc., for the rifles.

Sanford, I hope, will be here in the morning. I am doing all that I can to push the work forward on the *Eastport*, but the high water is very much against us. I do not think she will be finished short of six weeks. Her cost will not be less than \$30,000 or \$35,000. I will telegraph this to Wise.

Mrs. Pennock desires to be remembered to yourself and Phelps. I will try and get the *W. H. B.* off to-morrow.

Sincerely, your friend,

A. M. PENNOCK.

Flag-Officer FOOTE,
Island No. 10.

[Telegram.]

NAVY DEPARTMENT, *March 31, 1862.*

Proceed to Cairo immediately and report to Flag-Officer Foote for duty.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant W. MCGUNNEGLE,
Navy Yard, Portsmouth, N. H.

[Telegram.]

WAR DEPARTMENT,
Washington, [D. C.,] March 31, 1862.

Your letter just received. Your plan is approved. I do not mean to impose any improper limit, but wish the work not confined to one locality, but distributed so as to get the utmost possible vigor, and therefore recommend immediate inspection at Cincinnati and New Albany, where an immense amount of mechanical industry may work at the same time with the force at Pittsburg. You need not consider yourself restricted to one more boat at Pittsburg, but I wish to know by telegraph what extent is proposed beyond that, before contracts are made.

The crew is of great importance. I will give honorable reward and, also, prize money, for successful courage, in large and liberal measure.

EDWIN M. STANTON,
Secretary of War.

CHARLES ELLET, Jr.,
Pittsburg, Pa.

Combined operations in the vicinity of Island No. 10 and New Madrid, Mo., from March 12 to surrender of the former to Flag-Officer Foote, U. S. Navy, April 7, 1862.

[Telegram.]

CAIRO, ILL., *March 12, 1862.*

I send you copy of my telegram, forwarded at noon this day, for General H. W. Halleck:

I am ready to move with seven gunboats and ten mortar boats upon Island No. 10 and New Madrid, but the troops and transports are not here and I consider it unsafe to move without troops to occupy No. 10 if we capture it, as we can not take prisoners with gunboats. Hence, should we pass No. 10 after its capture, the rebels on the Tennessee side would return and man their batteries and thus shut up the river in our rear, as we should be short of coal and towboats to get back to re-attack No. 10 or the opposite shore. Can we proceed below, leaving these places unoccupied without endangering Columbus, where, I believe, no guns have been mounted to sweep and protect the river below from the eleven gunboats of the rebels? I wait your reply after these suggestions, which the exigencies of the service lead me thus fully to express.

A. H. FOOTE,
Flag-Officer.

Lieutenant H. A. WISE, U. S. Navy, or
Assistant Secretary Fox.

[Telegram.]

CAIRO, ILL., *March 12, 1862.*

Just received General H. W. Halleck's telegram in reply to mine, as follows:

You will not make an attack on Island No. 10 till further orders. I wish to wait till General Pope gets his heavy guns in position to cut off the enemy's retreat.

I wait here until further information comes from General Halleck.

A. H. FOOTE,
Flag-Officer.

Lieutenant H. A. WISE, U. S. Navy, or
Assistant Secretary Fox.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 13, 1862.

Commodore Foote has been directed to proceed to the attack of Island No. 10 to-morrow morning. You will send transports, with three or four regiments of infantry, from Cairo, Bird's Point, and Columbus to accompany him. Additional siege pieces will be sent to General Pope as rapidly as possible.

H. W. HALLECK,
Major-General.

Brigadier-General STRONG,
Cairo.

Report of Flag-Officer Foote, U. S. Navy, proposing an attack on Island No. 10 the following day.

U. S. FLAG-BOAT BENTON,
Cairo, March 13, 1862—10 p. m.

SIR: Enclosed is a copy of a telegram just received from General Halleck. I shall proceed with the seven gun and ten mortar boats to attack Island No. 10 to-morrow morning.

The commanding general here has telegraphed to Paducah for transports, as there are but two or three small steamers here, which can carry perhaps 1,000 troops. Since my application yesterday, of which I informed you per telegram, a transport with a regiment has left here for the Tennessee River. I also wanted to detain one the previous day, bound up the Tennessee River, but General Cullum, then here, did not feel authorized to do it, although it had aboard fieldpieces and would have done us good service. I hope we shall get the transports, but I fear we shall not be able to take down many troops. I shall do my best, but wish the Department to be apprised of our wants, that it may comprehend the state of things and not judge me in case of failure, as it should do had we an effective force prepared for the service.

I telegraphed to Assistant Secretary Scott to-day, what the Department probably has long known, that in descending the river we labor under great disadvantages for want of steam power and the

difficulty of bringing our heavy guns to bear upon the enemy. We shall look for better results from the mortar boats. We have ten more in reserve here to go down, but take a double crew for the ten we take, as we can use no more at No. 10.

In view of the exposure of Cairo, St. Louis, as well as the Ohio, Tennessee, and Cumberland rivers, in case of a disaster to the gunboats, I shall use them with what, under other circumstances, would be justly considered extreme caution. It is reported that the rebels have ten or eleven gunboats at No. 10.

In great haste, I have the honor to be, etc.,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Had I only known yesterday, when I applied for troops to accompany us, but was told by General Halleck to wait further orders, we could have detained the transport then here with a good regiment; but General Strong considered it his duty not to detain her after that telegram to me. Therefore we are embarrassed, but I hope some from Paducah may be secured.

A. H. F.

[Telegram—Enclosure.]

ST. LOUIS, *March 13, 1862.*

You will proceed to-morrow morning with the gun and mortar boats to attack the batteries on Island No. 10. Brigadier-General Strong will be directed to send transports with infantry to occupy and hold any positions which you may take. I think the main work should be done with the mortar boats and that the gunboats should not be unnecessarily exposed to a close fire, as they will immediately be required in other operations which will not admit of delay for repairs.

H. W. HALLECK,
Major-General, Commanding.

Flag-Officer FOOTE,
Cairo.

[Telegram.]

CAIRO, ILL., *March 13, 1862—9 p. m.*
(Received 12:30 a. m., 14th.)

Just received a telegram from General Halleck to proceed down the river and attack Island No. 10 to-morrow, who says commanding general here will send transports with three or four regiments of infantry, to occupy and hold the positions which I take; but as there are no transports here, the commanding general has telegraphed to Paducah for them, and we hope to get them in time.

A. H. FOOTE,
Flag-Officer, Commanding.

Assistant Secretary Fox, or
Lieutenant WISE.

General Order of Flag-Officer Foote, U. S. Navy.

HEADQUARTERS U. S. GUNBOAT FLOTILLA,
Cairo, Ill., March 13, 1862.

The gunboats will at once get underway and anchor by the stern, in order to ascertain how they will thus enable us to fight bow guns downstream, before going into action.

Very respectfully,

A. H. FOOTE,
Flag-Officer.

[Endorsement.]

Received at noon.

H. WATKE,
Commander, U. S. Navy,
Comdg. U. S. Gunboat Carondelet.

Report of Commander Watke, U. S. Navy, commanding U. S. S. Carondelet, regarding defects in that vessel.

U. S. GUNBOAT CARONDELET, *March 13, 1862.*

SIR: In obedience to your general order of this date, I immediately got underway and anchored in the stream by the stern. But I found that the vessel yawed about very much while swinging. I observed that the engine room leaked badly when the vessel was backing. The carpenters, who promised everything, were urged to stop the leaks at Mound City while she was docked. In weighing anchor, I caught the telegraph wire, or rope, which gave me great trouble to clear, but I did so without any damage.

Very respectfully, your obedient servant,

H. WATKE,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, responding to instructions for attack on Island No. 10.

CAIRO, ILL., *March 13, 1862.*

Your instructions to attack Island No. 10 are received, and I shall move for that purpose to-morrow morning. I have made the following telegram to the Navy Department, which you will perceive will lead me to be cautious, and not bring the boats within short range of the enemy's batteries. Generally, in all our attacks down the river, I will bear in mind the effect on this place and the other rivers, which a serious disaster to the gunboats would involve. General Strong is telegraphing Paducah for transports, as there are none at Cairo.

The ironclad boats can not be held when anchored by stern in this current, on account of the recess between the fantails forming the stern yawing them about, and as the sterns of the boats are not plated, and have but two 32-pounders astern, you will see our difficulty of fighting downstream effectually. Neither is there power enough in any of them to back upstream. We must,

therefore, tie up to shore the best way we can and help the mortar boats. I have long since expressed to General Meigs my apprehensions about these boats' defects. Don't have any gunboats for rivers built with wheels amidships. The driftwood would choke the wheel, even if it had a powerful engine. I felt it my duty to state these difficulties, which could not be obviated, when I came here, as the vessels were modeled and partly built.

G. V. Fox, or
Lieutenant H. A. WISE,
Washington.

A. H. FOOTE,
Flag-Officer, Commanding Flotilla.

Major-General HALLECK.

Report of Brigadier-General Pope, U. S. Army, regarding the evacuation by the Confederate forces of New Madrid, Mo.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, March 14, 1862.

GENERAL: I have the honor to submit for the information of the general commanding the department the following report of the operations which resulted in the capture of this place:

I arrived before the town with the forces under my command on Monday, the 3d instant. I found the place occupied by five regiments of infantry and several companies of artillery. One bastioned earthwork, mounting 14 heavy guns, about a half a mile below the town, and another irregular work at the upper end of the town, mounting 7 pieces of heavy artillery, together with lines of intrenchments between them, constituted the defensive works. Six gunboats, carrying from 4 to 8 heavy guns each, were anchored along the shore between the upper and lower redoubts. The country is perfectly level for miles around the place, and as the river was so high that the guns of the gunboats looked directly over the banks, the approaches to the town for several miles were commanded by direct and cross-fire from at least 60 guns of heavy caliber. It would not have been difficult to carry the intrenchments, but it would have been attended with heavy loss, and we should not have been able to hold the place half an hour exposed to the destructive fire of the gunboats.

As there seemed no immediate hope of the appearance of our gunboats, it became necessary to bring down a few heavy guns by land to operate against those of the enemy. * * * The arrangement was made to present as small a mark as possible to the shells of the gunboats, and to render futile the use of round shot from their heavy guns. Colonel Plummer marched with all speed, and after some cannonading from gunboats which he found there, he succeeded in making a lodgment, constructing his batteries and rifle pits, and occupying them in sufficient force to maintain them against any open assault. After repeated and persistent cannonading from the gunboats, the enemy found it impossible to dislodge him, and he maintained obstinately his position and the blockade of the river to transports during the whole of our operations. Meantime the enemy continued every day to reinforce New Madrid from Island No. 10, until, on the 12th, they had 9,000 infantry, besides a considerable

force of artillery and nine gunboats. The fleet was commanded by Commodore Hollins; the land forces by Generals McCown, Stewart, and Gantt.

* * * * *

A furious thunderstorm began to rage about 11 o'clock that night and continued almost without intermission until morning. Just before daylight General Stanley was relieved in the trenches with his division by General Hamilton. A few minutes after daylight a flag of truce approached our batteries with information that the enemy had evacuated his works. * * * A brief examination of them disclosed how hasty and precipitate had been the flight of the enemy. Their dead were found unburied; their suppers, untouched, standing on the tables; candles burning in the tents, and every other evidence of a disgraceful panic. Private baggage of officers and knapsacks of men were left behind. Neither provisions nor ammunition were carried off. Some attempt was made to carry ammunition, as boxes without number were found on the bank of the river where the steamers had been landed.

* * * The flight of the enemy was so hasty that they abandoned their pickets and gave no intimation to the forces at Island No. 10. The consequence is that one gunboat and ten large steamers which were there are cut off from below, and must either be destroyed or fall into our hands. Island No. 10 must necessarily be evacuated, as it can neither be reinforced nor supplied from below.

* * * * *

Our whole loss during the operations was 51 killed and wounded. A detailed list will be transmitted as soon as it can be made.

The enemy's loss can not be ascertained. A number of his dead were left unburied, and more than a hundred new graves attested that he must have suffered severely.

I am, general, very respectfully, your obedient servant,

JNO. POPE,

Brigadier-General, Commanding.

Brigadier-General G. W. CULLUM,

Chief of Staff and Engineer, Department of Mississippi.

[Telegram.]

CAIRO, ILL., March 14, 1862.

(Received 15th.)

Flag-Officer Foote left this morning at 7 a. m. with flotilla and mortar boats for down the river. Last heard from was about to leave Columbus.

A telegram received here from General Pope, saying that New Madrid was evacuated last night in the storm. The rebels crossed the river and dispersed in the swamp, only taking their bodies with them, leaving stores, ammunition, etc.

General Hamilton is in command at New Madrid. General Pope is of the impression that from frequent passage of transports, Island No. 10 is also evacuated; but will make reconnoissance to ascertain the fact to-morrow.

A dispatch sent by General Strong to-night to Flag-Officer Foote to inform of the above.

A. [M.] PENNOCK,
Senior Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

General order of Flag-Officer Foote, U. S. Navy.

U. S. FLAGSHIP BENTON,
Near Island No. 10, March 16, 1862.

Captains Kilty and Stembel will lay their vessels to the bank near the mortar boats, so as to protect and cover them during the night.

The other ironplated gunboats of the squadron will anchor in a diagonal line across the river, and upon the port side and a little ahead of the flagship, so that the broadsides of each vessel will be uncovered upon either side.

By order of

A. H. FOOTE,
Flag-Officer.

[Telegram.]

CAIRO, *March 16, 1862.*
(Received 2 a. m., 17th.)

A messenger left the flotilla at 3 o'clock yesterday. The fleet was in line of battle, dropping slowly down and within 2 miles of the enemy.

At Island No. 10 two mortar boats were in position and four shots fired. The *Benton*, gunboat, fired a few shells to try the range, but no reply from the rebels. Six rebel gunboats in sight, and large bodies of troops appeared unoccupied on main and close to head of island.

Commodore in good spirits, but messenger did not expect a fight before to-day.

A. M. PENNOCK,
Senior Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, *March 17, 1862.*

Dispatch received from the squadron, dated 3 o'clock last night:

We have had some beautiful practice to-day with rifles at their upper battery. Mortars firing also. No special result. Rebels very strong and hard for us to get at them. The upper battery is about 2 miles above Island No. 10, on the Kentucky shore. General Pope's guns at New Madrid command the river, preventing rebel gunboats and transports from passing, they being between New Madrid and Island No. 10.

A. M. PENNOCK,
For Flag-Officer Foote.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 17, 1862.

Steamer *Nebraska* will join Commodore Foote's expedition, the siege guns to be used in reducing the enemy's works. Send the following with all possible haste to General Pope:

You will immediately construct a road across the swamp to the river below St. James, so that your forces can assist the flotilla against Island No. 10. The heavy siege guns and siege ammunition and ferryboats will meet you on the river. I think you had better strike nearly straight across the peninsula, as it will be the shortest line.

H. W. HALLECK,
Major-General.

Brigadier-General STRONG,
Cairo, Ill.

[Telegram.]

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, March 17, 1862.

If Commodore Foote can run past the batteries of Island No. 10 with two or three gunboats and reach here, I can cross my whole force and capture every man of the enemy at Island No. 10 and on the mainland. I shall send a messenger to him suggesting it, but for fear of accident you had perhaps best send him this letter. He had best be careful in approaching this place, in case he gets past the battery, and display a white flag some distance off.

I am, general, respectfully, your obedient servant,
 JNO. POPE,
Brigadier-General, Commanding.

General CULLUM.

[Telegram.]

BALTIMORE, *March 17, 1862.*

We have dispatches [from] Island No. 10 up to 2 o'clock to-day. Rebels are in force with gunboats, floating batteries, and land batteries. At 2 o'clock Commodore Foote had mortar boats in position and bombardment about commencing.

Have not received pass for Old Point yet.

C. C. FULTON.

Mr. Fox,
Assistant Secretary Navy.

Report of Flag-Officer Foote, U. S. Navy, regarding attack upon batteries by mortar and gunboats.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, March 17, 1862.

SIR: Leaving Cairo on the 14th instant with seven ironclad gunboats and ten mortar boats, and being joined at Columbus on the same day by Colonel Buford, in command of some 1,200 troops, I reached Hickman that evening with the flotilla and transports, when the *Louisville*, Commander Dove, was found leaking in her boilers and was sent back to Columbus for repairs.

On the 15th instant, at daylight, the flotilla and transports moved down the river, arriving in the vicinity of Island No. 10 at 9 a. m. The rain and dense fog prevented our getting the vessels in position, other than two mortar boats, for the purpose of ascertaining their range.

Early on the morning of the 16th instant, I placed the mortars in as good position as the circumstances would admit, when they shelled several regiments out of their encampments, and at extreme range reached the batteries on No. 10, the floating battery, and the five batteries on the Tennessee shore. The mortar boats are in charge of Captain Maynadier, U. S. Army, as ordnance officer, assisted by Acting Lieutenant Commanding J. P. Sanford, U. S. Navy, who volunteered his services.

This morning, the 17th instant, soon after daylight, the mortar boats being in position, I had the *Benton* lashed between two other steamers (the *Cincinnati* and *St. Louis*), and with the remaining ironclad steamers made an attack on the forts at the distance of 2,000 yards, or more, on account of the rapid current rendering the boats too unmanageable to come within a shorter range without endangering their being carried under the enemy's guns; and as a nearer approach would expose the bow and quarter of the vessels, their most vulnerable points, to a fire from six other batteries, mounting forty-three guns. We opened fire upon the upper fort on the Tennessee shore at 12 m., and continued to give and receive quite a brisk fire from this, and also four other batteries on the same shore, until darkness obscured the forts from view. The ten mortars in the meantime shelled the troops out of range, excepting those manning the batteries. The upper fort was badly cut up by the *Benton* and the other boats with her. We dismounted one of their guns, and the men at times ran from the batteries.

Colonel Buford has been busy, and I trust profitably engaged, in making reconnoissances and is preparing to mount his siege guns.

In the attack of to-day this vessel received four shots, while a rifle gun burst aboard the *St. Louis*, killing and wounding 15 officers and men. I enclose a list of casualties. The *Cincinnati* has had her engines injured, which may render it necessary for me to send her to Cairo for repairs.

I hope to be able to silence the upper battery to-morrow, after which we can plant the mortars in a position where we expect to be able to shell the rebels out of their batteries.

This place is even stronger and better adapted for defense than Columbus has ever been; each fortification commands the one above

it. We can count forty-nine guns in the different batteries, where there are probably double the number, with 10,000 troops.

From exhaustion, arising from continuous service and want of sleep, you will excuse this incoherent, discursive report.

Our shells bursting prematurely, we have to drown them before loading the guns. The fuzes, many of which I am informed were made before the Mexican war, ought to have been condemned.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,

Flag-Officer, Comdg. Naval Forces, Western Waters.

[Hon.] GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

List of killed and wounded on gunboat St. Louis, March 17, 1862.

Killed (by bursting of rifle gun).—James Jackson, seaman, Chicago, Ill.; P. S. Goth, seaman, Maine.

Wounded (by bursting of rifle gun).—S. H. McAdam, master's mate, Chicago; severely; John A. McDonald, gunner, Baltimore, slightly; H. T. Bly, seaman, New Bedford, severely; J. W. Sprowl, seaman, Bristol, Me., severely; P. Mulhenin, seaman, Boston, Mass., severely; Rich. Gouger, severely; Frank Clemmens, seaman, severely; Charles Woolf, seaman, severely; Henry Joy, seaman, Worcester County, Mass., slightly; Charles Wilson, seaman, Philadelphia, severely; William Kelcher, seaman, Boston, Mass., severely; M. C. Donaghho, seaman, Fredericktown, Pa., slightly; Perae Leon, seaman, Sardinian, slightly.

Respectfully submitted.

J. B. McDILL,
Assistant Surgeon, U. S. Gunboat St. Louis.

LEONARD PAULDING,
Lieutenant, Commanding.

[Telegram.]

FLAGSHIP BENTON, *March 17, 1862.*

(Received 1:28 p. m., 18th, via Cairo, Ill.)

We have this moment returned to our anchorage after five hours' fighting with five rebel forts, in which we have not suffered materially, other than in the bursting of a rifled gun aboard the *St. Louis*, killing and wounding 14 [15] officers and men, and some injury sustained by the *Cincinnati*. This vessel was struck four times, two of the shots passing through upper decks. We damaged the nearest fort and had darkness not prevented would have silenced it, as their men at one time were seen running from it.

The place is stronger and more difficult to take than Columbus ever was, as a long line of forts on the river command one another. The mortar boats do well, and had we a place to put them out of

sight of the forts we could soon shell out the rebels. They have done good execution as it is. I will write as soon as possible.

A. H. FOOTE,
Flag-Officer.

GIDEON WELLES,
Secretary Navy.

[Telegram.]

CAIRO, *March 18, 1862.*
(Received 1:30 p. m., 18th.)

News received this 9 a. m. from flagship *Benton* dated near Island No. 10, 17th:

We had hard work this afternoon with the upper battery of all at this point. Four shots struck us only, out of the fire of five forts. One shot after striking the upper deck twice and lower deck once, breaking some half a dozen beams, finally lodged in the flag-officer's desk, depositing itself in the drawer as quietly as possible.

We had battered the forts all to pieces, dismounting one gun, but night came upon us and we had to leave without finishing the work, but will to-morrow go at him again.

A rifled gun burst on board the *St. Louis* and killed 2 men outright, wounded mortally 2 more, and wounded 10 others. These are the only casualties.

The mortars are doing well.

I shall to-day, by direction of Flag-Officer Foote, send down 6 more mortar boats, making 16 in all.

A. M. PENNOCK,
Senior Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Telegram.]

CAIRO, *March 19, 1862—12 p. m.*
(Received, 11 a. m., 20th.)

Dispatch received from Flag-Officer Foote at 12 to-night:

This place, Island No. 10, is harder to conquer than Columbus, as the island shores are lined with forts, each fort commanding the one above it.

We are gradually approaching, but still do not hope for much till Pope's army can make a simultaneous attack in rear.

We are firing day and night on the rebels, and we gain on them, but a traverse is being tried, which, if successful, will astonish Secesh.

We are having some of the most beautiful rifle practice ever witnessed. The mortar shells have done fine execution; one shell was fairly landed on their floating battery and cleared the concern in short meter.

A. M. PENNOCK,
For Flag-Officer Foote.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Report of Flag-Officer Foote, U. S. Navy, regarding attack upon the upper fort on Island No. 10.

FLAG-STEAMER BENTON,
Off Island No. 10, March 19, 1862.

SIR: On the 17th instant I communicated to the Department an account of our leaving Cairo for the purpose of attacking Island No. 10, and expressing the hope that to-morrow (yesterday) we should be able to capture the upper fort at this point.

Yesterday we were firing on the upper fort at long range, breaching it occasionally, and dismounted another gun, while the mortars were playing on the lower fortifications, having driven the encampments down the river just out of range of our shells. As the forts are distinct from each other, and occupy but little space and have been mostly constructed for four or five months, it is impossible to use the mortars with as much effect as could have been done at Columbus, where the batteries were more compact and exposed, and the troops having less shelter than here. We are, however, keeping up an occasional fire, day and night, to prevent the enemy repairing his damages, gradually approaching his strongest holds, and I trust we will be able, in cooperation with General Pope's division of the Army, soon to get possession of the place.

This position was selected by the rebels on account of its being inaccessible by land in a high stage of water on the Missouri side, which side General Pope's army occupies at New Madrid, and as he has no transports of any kind with which to cross over to the Tennessee side and march in upon the rear of the rebels, I have this morning sent him two tugs and hope to be able to get two gunboats also through the same bayou or slough to him. If we can do this, and the two gunboats coming up and attacking the forts from below with the land attack, I have no doubt but we shall secure a complete victory. We must proceed here slowly and cautiously, which alone can prove effective, especially bearing in mind the rapid current and certainty of falling into the hands of the enemy in these slow boats if we run as close to the batteries as we might do were the rebels upstream.

Colonel Buford, commanding the troops here, amounting to about 1,500, will be ready to perform all service required until the arrival of General Pope in force. We shall not be able to make the grand attack for several days. This will depend upon the arrival of General Pope.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Foote, U. S. Navy, regarding the continued shelling of the batteries.

FLAG-STEAMER BENTON,
Off Island No. 10, March 20, 1862.

SIR: Most of the ironclad steamers, including this vessel, are still lying within long range of the rebel forts and occasionally, with the mortar boats, are throwing shells into the enemy's batteries, which have induced them to withdraw all their superfluous men not required in serving their guns. To-day the upper battery opened upon us, but was silenced in half an hour, this ship dismounting a gun. I send to-night a boat to sound in a narrow and shallow channel, in hopes the present rise of water in the river will enable me to dispatch a small steamer with light draft to General Pope near New Madrid, who, as I have already informed the Department, has several times requested that I would send him two or three gunboats, to enable him to cross over to the Tennessee side with the view of attacking the rebels in the rear at this point, while we make the attack in front or on the river side. I am apprehensive, however, from an ill success thus far, that this project may not prove feasible. To-day, for the first time since I have been in command of the flotilla, I called a council of war, with the view of ascertaining the opinion of the officers with reference to sending, or attempting to send, aid requested to General Pope. The officers, with one exception, were decidedly opposed to running the blockade, believing that it would result in the almost certain destruction of the boats which should attempt to pass the six forts with fifty guns bearing upon the vessels. I have been seriously disposed to run the blockade myself [in the *Benton*?], which is better protected than the other boats, although she is slow and works sluggishly; but upon reconsideration, as her loss would be so great if we failed, and my personal services here considered so important with the fleet and transports, I have for the present abandoned the idea. This place is admirably chosen for defense by the rebels, as its rear can only be approached in this stage of water from the river side opposite New Madrid, its being surrounded by bayous or sloughs, while its long line of six forts commanding one another from the river front render it almost impregnable to an attacking force.

General Pope having no transports, and without our reaching him by running the blockade, is unable to cross over to the Tennessee side from New Madrid, where he now is in force, and it is impossible for him, from the inundated state of the country, to send or march his troops to this point. Were we to attempt to attack these heavy batteries with the gunboats or attempt to run the blockade and fail, as I have already stated in a former communication, the rivers above us (Mississippi, Ohio, and Cumberland) would be greatly exposed, not only frustrating the grand object of the expedition, but exposing our towns and cities bordering those rivers; especially so, should General Pope be unable to hold his position at New Madrid. Under these circumstances, and our boats being so ill adapted to fighting down the river, with two rifle guns having burst, and our imperfect shells, have induced me to act with great caution, and expose the flotilla less, than under more favorable circumstances it would be my duty to do, for the great object for which the fleet was created. Of the future,

in absence of instructions from higher authority, I shall be governed by circumstances as they may arise. When the object of running the blockade becomes adequate to the risk, I shall not hesitate to do it. The place may be occupied by us in a short time without an assault, as the rebels must be cut off from their necessary supplies; still, if this does not soon take place, it may become necessary to force the blockade or adopt some other measures which have not yet suggested themselves.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

I am still on crutches, and my foot hardly improving on account of its necessary exposure.

A. H. F.

[Telegram.]

ST. LOUIS, *March 20, 1862.*

Enemy's flotilla, hemmed in between Commodore Foote and General Pope, has made another attempt to escape down the river. Gunboats cannonaded General's Pope's batteries on the 18th for an hour and a half, but were driven back with severe loss. One gunboat was sunk and several badly damaged. They are completely hemmed in and can escape only by fighting their way out.

H. W. HALLECK,
Major-General.

Hon. E. M. STANTON.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, advising the withdrawal of the mortar boats at night.

U. S. GUNBOAT CARONDELET,
Off Island No. 10, March 22, 1862.

SIR: As the rebel batteries on the Tennessee shore and on Island No. 10 can at any time open an effective fire upon the mortar boats and gunboats on this point, I would respectfully suggest that the former be removed at night to prevent their falling into the hands of the enemy in a general assault.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces, Western Waters.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 24, 1862.

Yours of yesterday received. Commodore Foote will not attempt to run past the batteries and he can not reduce them. If the crossing can not be effected with safety, it had better not be undertaken. The

main object is accomplished by holding the enemy in position. If the idea of crossing is given up send all the forces you can spare to Bird's Point, to be transported up the Tennessee. We can there turn the enemy and cut off his retreat by land while your guns command the river. If this meets your views I will also withdraw the forces from Hickman with the same object. The immediate reduction of these batteries is not important, but the failure in an attempt to cross your army over the river might be disastrous. I am decidedly in favor of the move up the Tennessee. Answer.

H. W. HALLECK,
Major-General.

General POPE,
New Madrid.

Report of Flag-Officer Foote, U. S. Navy, transmitting letter from Major-General Halleck, U. S. Army, regarding operations for reduction of the works on Island No. 10.

No. 1.]

U. S. FLAG-STEAMER BENTON,
Island No. 10, March 26, 1862.

SIR: Since my communication of the 20th instant, we have been lying off the forts at long range, occasionally firing a rifle shot and more frequently throwing mortars upon the island and at the fortifications on the Tennessee shore. The rebels still hold the forts, but the encampments are removed beyond range, with a sufficient number of men to serve their heavy guns, which seem to be well protected from our shells by their breastworks.

A communication from General Halleck, a copy of which is enclosed, leads me to hope that we may yet derive support from the army, irrespective of General Pope's force, which will cross over from New Madrid and attack the rebels in rear while we make the attack in front, in case we succeed in getting two steamers and several cutters, which are now working their way toward that point, through the bayous or sloughs. Should this effort be unsuccessful, I hope to hear that a land force of some 10,000 men will be in the rebels' rear in the course of five or six days. With the exception of a ridge or higher land on the river bank from the Tennessee side, from directly opposite New Madrid to nearly opposite No. 10, the whole country is inundated, or at least so much so as to prevent troops from other points reaching the rebels' rear, showing how admirable their position has been chosen for defense.

We now have here six iron-plated gunboats, one wooden gunboat, the *Conestoga*, and sixteen mortar boats, one ironclad gunboat being at Nashville, one guarding Columbus and Hickman, and two wooden boats up the Tennessee, while the *Essex*, Commander Porter, is repairing at St. Louis. We have all the mortar boats which we can use to any advantage. Still want two towboats for these in greater force, as we have a strong current, requiring the greatest vigilance to prevent them and the gunboats from being carried downstream, from the want of steam power of the latter. Colonel Buford, commanding the troops, has a force of between 1,900 and 2,000 men, who, in fact, living as they necessarily do aboard the transports, can not, surrounded as they are by water, the banks overflowed, accomplish

anything of consequence. Thus we are waiting to open communication with General Pope at New Madrid.

I also forward a copy of a letter sent to me by General Strong, commanding at Cairo, from which it will be seen that the rebels have thirteen gunboats, independently of the five below New Madrid, and the *Manassas*, or ram, at Memphis. I presume that these boats are not equal to ours; still we have no means of ascertaining their character, especially those at New Orleans.

I have ordered the rifle guns as they arrive at Cairo to be sent to us, as our rifles are unsafe and must be condemned as others can be supplied. The rifle shells, as well as those of the 8-inch guns and 32s, also burst prematurely, and I have been obliged to drown all fuzes at a distance exceeding 1,000 yards.

I shall proceed with caution in our work here, being fully aware of our disadvantages. If, however, any disaster should occur from circumstances beyond my control, I have ordered the ironclad gunboats *Cairo* and *Louisville*, with the wooden boats *Tyler* and *Lexington*, to meet at Cairo, or as far down as Columbus, and even Hickman, to prevent the rebel gunboats from ascending the river beyond Cairo, which place is now so nearly overflowed as to render it necessary for us to remove all our ammunition.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Were we able even to shell the forces out of their fortifications, they would reoccupy as we passed down the river, as we have less than 2,000 troops to take possession.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 21, 1862.

SIR: I have just received your report (without date) [March 17], of your operations against the enemy's batteries in the vicinity of Island No. 10. While I am certain that you have done everything that could be done successfully to reduce these works, I am very glad that you have not unnecessarily exposed your gunboats. If they had been disabled, it would have been a most serious loss to us in the future operations of the campaign, whereas the reduction of these batteries this week or next is a matter of very little importance indeed. I think it will turn out in the end that it is much better for us that they are not reduced till we can fully cut off the retreat of their troops.

Everything is now progressing well on the Tennessee River toward opening your way down the Mississippi.

The reduction of these works is only a question of time and we are in no hurry on that point.

Nothing is lost by a little delay there. I am directing all my attention now to another object, and when that is accomplished the enemy must evacuate or surrender.

Very respectfully, your obedient servant,

H. W. HALLECK,
Commanding General.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, etc.

Letter from Major-General Pope, U. S. Army, to Flag-Officer Foote, U. S. Navy, requesting the services of a gunboat.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, March 26, 1862.

SIR: I have instructed Colonel Bissell, who is making slow but certain progress with his work, to deepen the channel sufficiently to enable one of your smallest gunboats to be brought through. The river there is so wide that our guns on this bank can not command the landing on the opposite bank, and I need a gunboat to lie near the opposite shore to prevent the establishment of batteries or the use of field guns against our boats in crossing. The enemy's pickets line the opposite shore from Island No. 10, all the way round to Tiptonville (Merriweather's Landing), and any movement will be observed as soon as it is begun. Of course the frail steamers loaded with men are not suitable to effect the passage of the river in face of an enemy, even with field batteries. Your smallest gunboat will answer all purposes, and can be brought through, even if it be necessary to take off her guns temporarily. They can either be brought down in one of the steamers or barges, or we can arm her with 32-pounders and 8-inch howitzers here. I think the escape of the enemy nearly impossible; certainly no baggage nor any sort of artillery or material of war can be carried off.

My lower battery is 2 miles below Tiptonville, and commands the upper end of the overflowed lands on the east bank. It consists of two 24-pounders and two 10-pound Parrotts, well supported. From this place round to the lower battery, the shore is lined with heavy guns, 24s and 32s.

I shall anxiously await your reply, in which I hope you will let me know the draft of your smallest gunboat, with and without guns.

To cross this furious river, now so wide that our batteries can not cover the landing in the face of an enemy with artillery, and in such frail vessels as we must use, is a very hazardous and difficult operation, only to be justified by the necessities of the case. Every means, therefore, must be taken to diminish the danger of any disaster, and your gunboat will render matters greatly more safe. When once my force is on the other side, I am a match for any enemy to be found there, in whatever numbers they are likely to have. Please communicate with me as soon as possible.

Respectfully, sir, your obedient servant,

JNO. POPE,
Major-General, Commanding.

Flag-Officer A. H. FOOTE,
Commanding Mississippi Flotilla.

[Telegram.]

CAIRO, *March 27, 1862.*

All quiet at Island No. 10. Engineer corps cutting thrice [canal?] through neck of land to enable transports to get below the island and afford aid to General Pope.

The river is rising fast, giving aid to the above.

Colonel [Napoleon B.] Buford, in a reconnoissance, captured 6 men, who represented the rebels had lost 60 killed, also 40 negroes used in repairing fortifications.

Rebel communication as yet uninterrupted by land to their water transportation.

Rebel force, 12,000.

Captain Maynadier went up with balloonist yesterday and made intended observations.

Great destruction has been caused by the mortars.

It is reported on the authority of different persons from New Orleans that the rebels have thirteen gunboats finished and ready to move up the Mississippi, besides the four or six below New Madrid and the ram at Memphis.

A. M. PENNOCK,
For Flag-Officer Foote.

H. A. WISE,
Navy Department.

Report of Flag-Officer Foote, U. S. Navy, referring to engineering operations proposed for facilitating cooperation.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, March 27, 1862.

SIR: I enclose a copy of a letter just received from General Halleck, with my reply and a copy of orders to Commander Porter, my second in command, in reference to the subject-matter of the commanding general's letter.

Colonel Bissell, the engineer of General Pope's army, is attempting to find a passage through the bayous or sloughs, that we may send two small steamers to General Pope for the purpose of crossing the river at New Madrid and sending a force to attack the rebels here while we make the attack in front with the gun and mortar boats. I hope the effort of Colonel Bissell may prove successful, as he is making quite satisfactory progress thus far.

I am lying within long range of the rebels' batteries, but very few shots are exchanged between us. It would seem that we have a good prospect of capturing the rebels here, unless the rise of water, or impossibility of a force attacking them in the rear, should prevent. Were we even to shell the enemy out of his batteries, we have not force enough to occupy, unless supported by an army in the rear.

General Halleck will communicate fully with the War Department in relation to the preferred gunboats.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—As I am ordered to this place, I shall here remain, keeping my second in command to attend to important duties in St. Louis, with the hope of being able, with the army in the rear, if one comes, to capture the rebels and then proceed to New Madrid. We have only six ironclad gunboats here, as one is up the Cumberland, one at St. Louis repairing, *Essex*, and one at Hickman, not in good order, guarding that point and Columbus. I shall be cautious and do all in my power to accomplish the great work assigned me.

A. H. F.

My foot unexpectedly continues much inflamed and swollen, and I am still compelled to use crutches. If I fall, or otherwise become disabled, I respectfully suggest that Captain Charles H. Davis become my successor.

A. H. F.

[Telegram.]

NEW MADRID, *March 27, 1862.*

Your dispatch of 24th received. Will take Island [No.] 10 within a week. Trust me. As Commodore Foote is unable to reduce and unwilling to run his gunboats past it, I would ask, as they belong to the United States, that he be directed to remove his crews from two of them and turn over the boats to me. I will bring them here. I can get along without them, but will have several days' delay.

The railroad from Bird's Point to Sikeston under water, and route to Commerce impracticable from backwater of swamps. Troops could not be taken from here till river is open. I am confident of success, and shall carefully provide against any danger in crossing the river.

JNO. POPE,
Major-General.

Major-General HALLECK.

[Telegram.]

ST. LOUIS, *March 28, 1862.*

General Pope is confident that he can turn the enemy's position by crossing below. Give him all the assistance in your power by the use of your gunboats. I think that by a combined operation the object can be accomplished. One or two gunboats are very necessary to protect his crossing. Assist him in this if you can.

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 28, 1862.

I have telegraphed to Commodore Foote to give all the aid in his power. You have a difficult problem to solve. I will not embarrass you with instructions. I leave you free to act as your judgment may deem best.

H. W. HALLECK,
Major-General.

General POPE,
New Madrid.

[Telegram.]

CAIRO, ILL., *March 30, 1862.*

I reached Island No. 10 last evening about 5 o'clock. Found matters very quiet. A plan was agreed on for active operations, which will go into effect about Thursday. I will write you fully in regard to it. Commodore Foote has asked the Navy Department for more guns, to replace those on his boats, which are nearly worn-out. It is very important to have these guns by the time No. 10 is taken, and the Navy and War Departments should, by some means, manage to forward the guns immediately. We have information here that the rebels are finishing some heavy gunboats to ascend the river. To provide for them and any mishap that may occur to our own fleet in contending with their combined land and water batteries, Columbus and Belmont should be strongly fortified. Halleck and Foote both anxious to have this done. I returned to Cairo this morning. Probably return to island to-night.

THOMAS A. SCOTT,
Assistant Secretary of War.

Hon. E. M. STANTON,
Secretary of War.

Order of Flag-Officer Foote, U. S. Navy, to Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, to proceed to New Madrid for cooperation with the army forces.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, March 30, 1862.

SIR: You will avail yourself of the first fog or rainy night and drift your steamer down past the batteries, on the Tennessee shore, and Island No. 10, until you reach New Madrid.

I assign you this service, as it is vitally important to the capture of this place that a gunboat should soon be at New Madrid, for the purpose of covering General Pope's army while he crosses that point to the opposite, or to the Tennessee side of the river, that he may move his army up to Island No. 10 and attack the rebels in rear while we attack them in front.

Should you succeed in reaching General Pope, you will freely confer with him and adopt his suggestions, so far as your superior

knowledge of what your boat will perform will enable you to do, for the purpose of protecting his force while crossing the river.

You will also, if you have coal, and the current of the river will permit, steam up the river when the army moves, for the purpose of attacking their fortifications; still, you will act cautiously here, as your own will be the only boat below.

You will capture or destroy the rebel steamer gunboat *Grampus* and the transports, if possible, between this place and No. 10, at such time as will not embarrass you in placing yourself in communication with General Pope at the earliest possible time after leaving this place.

On this delicate and somewhat hazardous service I assign you. I must enjoin upon you the importance of keeping your lights secreted in the hold, or put out; keeping your officers and men from speaking at all when passing the forts, above a whisper, and then only on duty; and of using every other precaution to prevent the rebels suspecting that you are dropping below their batteries.

If you successfully perform this duty assigned you, which you so willingly undertake, it will reflect the highest credit upon you and all belonging to your vessel, and I doubt not but that the Government will fully appreciate and reward you for a service which, I trust, will enable the army to cross the river and make a successful attack in rear while we storm the batteries in front of this stronghold of the rebels.

Commending you and all who compose your command to the care and protection of God, who rules the world and directs all things,

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Commander H. WALKE,
Commanding Carondelet.

P. S.—Should you meet with disaster, you will, as a last resort, destroy the steam machinery, and, if possible to escape, set fire to your gunboat or sink her, and prevent her from falling into the hands of the rebels.

A. H. F.

Report of Flag-Officer Foote, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, March 30, 1862.

SIR: I forward a copy of a letter from General Halleck, which I believe was accidentally left out of my dispatches yesterday. As the dispatches refer to this letter, I send it in case it was omitted yesterday.

I hope to be able yet to get all the required assistance to General Pope at New Madrid, enabling him to cross the river at that point, to move up and attack the rebels at this place in rear while I make the attack in front.

The exposed state of the river above for want of gunboats and troops induces me to act with the greatest caution, as momentous consequences are involved in the issue.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet,
requesting removal of sick and wounded.

U. S. GUNBOAT CARONDELET,
Off Island No. 10, April 1, 1862.

SIR: As the gun deck of this vessel is very much lumbered up with the sick and wounded at present, I respectfully request that they may be removed on board of some other steamer, where our surgeon will attend them, if necessary, while here.

Very respectfully, sir, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, Western Waters.

P. S.—I herewith enclose the surgeon's report.

H. W.

[Enclosure.]

U. S. GUNBOAT CARONDELET, *April 1, 1862.*

SIR: I have three patients on board that are dangerously ill. If they could be put in a place where there is less noise and fewer changes of temperature they might all get well. If they must remain here I fear they will all die. I would respectfully suggest that they be placed on board a transport, if possible, or sent to Cairo hospital by the first boat that goes up.

I am, sir, very respectfully, your obedient servant,

J. S. MCNEELEY,
Assistant Surgeon.

H. WALKE,
Commander.

Report of Flag-Officer Foote, U. S. Navy, regarding combined expedition against
battery on Tennessee shore.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, April 2, 1862.

Last night an armed boat expedition was fitted out from the squadron and the land forces at this point, under command of Colonel [George W.] Roberts, of the Forty-second Illinois Regiment.

The five boats comprising the expedition were in charge of First Master J. V. Johnston, of the *St. Louis*, assisted by Fourth Master G. P. Lord, of the *Benton*; Fourth Master Pearce, of the *Cincinnati*; Fourth Master Morgan, of the *Pittsburg*, and Master's Mate Scoville, of the *Mound City*, each with a boat's crew of 10 men from their respective vessels, and carrying in all 100 men, exclusive of officers, under command of Colonel Roberts.

At midnight the boats reached the upper, or No. 1, fort, and, pulling directly in face, carried it, receiving only the harmless fire of two sentinels who ran on the discharge of their muskets, while the rebel troops in the vicinity rapidly retreated; whereupon Colonel Roberts spiked the six guns mounted in the fort and retired in the boats uninjured.

The commanding officer represents all under his command, from their coolness and determination, as being ready to perform more hazardous service had it been required, to the fulfillment of the object of the expedition.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Enclosed is the report of Colonel Roberts.
[Duplicate sent to Major-General Halleck.]

Report of Colonel Roberts, commanding Forty-Second Illinois Infantry.

ON BOARD STEAMER MEMPHIS,
April 2, 1862.

In obedience to your orders, I have the honor to report that last evening at 5:30 o'clock I took command of an expedition designed against the rebel battery No. 1 on the Tennessee shore.

My force consisted of five boats, furnished by the gunboats *Benton*, *St. Louis*, *Cincinnati*, *Pittsburg*, and *Mound City*, manned by crews of these boats, respectively, and transported a detachment of 50 men from Company A, Forty-second Regiment Illinois Volunteers.

My first endeavor was to proceed through the overflown woodland on the Kentucky shore and thus escape observation. This proved to be impracticable, as well because of the fall of the river as of the large amount of drift accumulated among the trees. We then dropped down to the first mortar boat and laid by until 11 p. m., when all the boats got underway and proceeded, one after another, keeping close under the shadow of the shore. The *Benton's* boat led until the outlines of battery No. 1 were well defined, when the order of attack, the suggestion of First Master J. V. Johnston, was taken up as follows; The boats of the *St. Louis*, *Benton*, and *Pittsburg* advanced in line, the *Benton's* boat in the center; the remaining boats followed a few yards behind.

We approached the battery in such silence with muffled oars, that we were less than 10 yards distant when the sentinels at the guns discovered us. They cried out in great surprise, fired twice on our boats, and ran away. We landed in good order and with great expedition, the rear boats falling to the right and left of the center boat of the advanced line, and at once commenced spiking the guns.

Lieutenant Church, with 20 men, advanced toward the supposed rebel camp to anticipate an attack, and at the same time protect the men engaged in spiking. No such attack was made.

The work was done with perfect coolness on the part of our men, but as rapidly as possible, for the rebel gunboat *Grampus* had taken alarm at the sentinels' fire, and was standing toward us. I did not go on board to return until I had first personally inspected every gun.

I report, sir, that every gun in the battery except one (dismounted and lying in the water) was spiked by our party. I believe the spiking will prove effectual.

The object of the expedition being thus accomplished, we took to our boats and returned without any loss whatever.

To the naval officers in command of the boats great praise is due for the admirable manner in which our approach was conducted. The officers of the detachments were prompt and efficient, while the men of both land force and marines, by their implicit obedience of orders, have proved themselves worthy of any service whatever.

The kindness of Captain Phelps, of the *Benton*, in giving personal attention to the outfit of the expedition, is kindly remembered.

I am, sir, respectfully, your obedient servant,

GEO. W. ROBERTS,

Colonel, Comdg. Forty-second Regiment Illinois Vols.

Flag-Officer A. H. FOOTE.

[Telegram.]

NEW MADRID, *April 2, 1862.*

Our boats are in the main bayou and ready to move into the river at a moment's notice. I keep them up the bayou, concealed from the enemy. I am only waiting to finish the floating battery, which carries one 8-inch columbiad and three 32s. It will be finished by to-morrow night, and, I think, will be impregnable to any batteries the enemy can establish in any reasonable time. I have no hope of Commodore Foote. He has postponed trying to run any of his gunboats past Island No. 10 until some foggy or rainy night. The moon is beginning to make the nights light, and there is no prospect of fogs during this sort of weather. We must do without him. I will give you details of the manner I intend to cross by mail.

JOHN POPE,

Major-General, Commanding.

Major-General HALLECK.

Report of Flag-Officer Foote, U. S. Navy, regarding a continuation of the attack upon Confederate batteries at Island No. 10.

FLAG-STEAMER BENTON,
Off Island No. 10, April 3 [4], 1862.

This morning the *Benton*, *Cincinnati*, and *Pittsburg*, with three mortar boats, opened and continued for more than an hour a fire on the rebels' heavy floating battery at Island No. 10, when the battery, having received several shells from the rifles and mortars, cut loose from her moorings and drifted 2 or 3 miles down the river. The shells were thrown from the flotilla on different parts of the island and into the rebel batteries lining the Tennessee shore. The return fire produced no effect upon the squadron. No more men than were actually necessary to man the rebel batteries were visible.

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NEAR ISLAND NO. 10, *April 4, 1862—8 a. m.*

The commodore opened fire at 11 o'clock yesterday with cannon and mortars. Struck their large floating battery a number of times. Our scouts report it completely disabled. Also burned a steamer the enemy had sunk in Missouri channel. Will report from New Madrid to-night. Weather delightful.

THOMAS A. SCOTT,
Assistant Secretary of War.

HON. E. M. STANTON,
Secretary of War.

Letter from the Assistant Secretary of War to Flag-Officer Foote, U. S. Navy, urging the sending of two gunboats to New Madrid.

HEADQUARTERS ARMY MISSISSIPPI,
New Madrid, April 4, 1862.

DEAR SIR: I arrived at headquarters of General Pope at 2:30 p. m., and after a full conversation with him in regard to proposed movements for the capture of the enemy, now at No. 10, I am satisfied that two gunboats will be required here to make his plans entirely successful. Please arrange to send him two gunboats to-night or at latest to-morrow night.

The general would prefer a different signal, if agreeable to you. Instead of firing three guns, as proposed, he suggests that they drop down quietly without firing a gun, and show three lights on one chimney, in perpendicular line, first a red light, second a white light, and third a red light. The boats may be able to pass all the batteries without being observed. On arrival here a special messenger will be dispatched immediately to notify you, so that no guns need be fired unless the boats get into danger and the commanders are obliged to destroy them; in that case guns might be fired to give notice to you

General Pope will give notice to his forces in charge of batteries to observe the signal proposed in this letter and the one originally ordered, so that you may decide which to use. In either case the vessels will not be fired into.

Please answer by bearer immediately, informing me what you can do.

Yours, very truly,

THOMAS A. SCOTT.

P. S.—There are no gunboats at Island No. 10 except the *Grampus*, which carries two 12-pounders.

Flag-Officer A. H. FOOTE,
Commanding Flotilla.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, April 5, 1862.

I shall want a gunboat at Cairo ready to go up the Tennessee in the early part of next week. War Department has authorized the purchase of two steamers at this place to be fitted up as rams and gunboats. I shall intrust the whole matter to Captain Porter till you otherwise direct. Everything in relation to these boats will be subject to your orders. Is it not possible, by lashing bales of wet hay or cotton on exposed sides of gunboats, to get one or two through in the night to the assistance of General Pope?

H. W. HALLECK,
Major-General.

Flag-Officer FOOTE.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding safe arrival at New Madrid.

U. S. GUNBOAT CARONDELET,
New Madrid, April 5, 1862.

SIR: I have the honor to report my arrival here last night about 1 a. m., all well. On our way down all of the rebel batteries and a large number of infantry opened fire upon us, which was continued until we were out of range. Providentially no damage was done to the vessel or the officers and crew, who conducted themselves with admirable courage and fidelity. The terrible storm which prevailed at the time rendered it impossible to make any reliable observation.

Most respectfully, sir, your obedient servant,

H. WALKE,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces, Western Waters.

[Telegram.]

NEW MADRID, [April] 5, 1862.

I am delighted to announce the arrival of *Carondelet* all safe at 1 o'clock this morning without being struck once by the enemy. Send another gunboat to-night. It is all-important for the safety of

General Pope's army and the capture of the island. With all their transports, the additional boat being here may save the lives of many soldiers. If the enemy contest the crossing, get boat ready. I write you fully by your messenger, giving reason why we believe here that [it] is perfectly safe to run down about 2 o'clock to-night. No gunboats at the island to give trouble. Please send a special messenger by steamboat this evening and let us know by telegraph what we may expect. It would be well to send another messenger by the Bissel Channel in canoe.

THOMAS A. SCOTT.

Flag-Officer A. H. FOOTE,
Commanding Flotilla.

[Telegram.]

FLAGSHIP BENTON,
Off Island No. 10, April 5.
(Received 6th.)

The *Carondelet* passed through last night without injury, without having been struck by a single shot. All well on board of her.

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Foote, U. S. Navy, regarding recent operations.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, April 5, 1862.

SIR: I have the honor to enclose several letters and papers referring to our action here within the last three or four days.

By spiking the rebel guns in one fort and compelling the floating battery to cut adrift from her moorings on the following day from our effective fire upon her, these have enabled the *Carondelet*, Commander Walke, to run, as I hope, successfully the blockade and join General Pope at New Madrid, who has been urging me to send him one or two gunboats to cover his troops while he lands in force to attack them in front. While the *Carondelet* was running the blockade last night in the midst of a heavy thunderstorm, the batteries opened upon her with forty-seven guns; still, as the preconcerted signal with that vessel of firing minute guns was made, as far as the heavy thunder would enable us to hear, I trust that she is now safely at New Madrid.

I have the honor to be, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW MADRID, Mo., April 5, 1862.

I arrived here at noon yesterday. Found General Pope's command all ready for movement as soon as batteries and transports could be got ready. Last night Captain Walke, with gunboat *Carondelet*, ran the gantlet at Island No. 10. Was fired upon from all their batteries but was not struck once. Her arrival will enable General Pope to carry out his plans promptly. You will hear from here within three days. I remain with this army and will report frequently.

THOMAS A. SCOTT,
Assistant Secretary of War.

HON. E. M. STANTON,
Secretary of War.

Letter from Flag-Officer Foote, U. S. Navy, to Major-General Halleck, U. S. Army, regarding the hazarding another gunboat for New Madrid.

FLAG-STEAMER BENTON,
Off Island No. 10, April 6, 1862.

GENERAL: I enclose several papers in relation to our operations here. I have written Commodore Porter that in consideration of my having authority to modify the *Eastport*, now preparing for a gunboat at Mound City, into a ram, and the two boats you refer to as being built also for that purpose, he had better not attempt to fit out the steamer *Choctaw* at St. Louis, as he proposes, into a ram, but to confine himself to fitting out and getting the *Essex* ready to join us as soon as possible. If, under your authority, you wish Commodore Porter to fit out the *Choctaw*, he will of course do it under your directions. I have no authority to act in the matter except what may be authorized and directed by you.

As you will perceive by the accompanying papers, there is so much hazard in running the blockade with our badly protected gunboats, and the rebels being so much on the alert, I consider it injudicious to hazard another boat in attempting to reach New Madrid.

I am not yet informed of the condition of the *Carondelet*.

I am, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General H. W. HALLECK,
Commanding Army of the West, St. Louis, Mo.

Report of Flag-Officer Foote, U. S. Navy, announcing the safe arrival of the U. S. S. *Carondelet* at New Madrid, and transmitting correspondence with Major-General Pope, U. S. Army, regarding the sending of a second vessel.

FLAG-STEAMER BENTON,
Off Island No. 10, April 6, 1862.

SIR: I have the honor to inform the Department that the gunboat *Carondelet* ran the blockade on the night of 4th instant under a heavy fire of forty-seven guns and reached New Madrid safely without even receiving a shot.

Captain Walke, his officers and crew, merit the consideration of the Government for their gallantry, coolness, and general conduct.

on this occasion. I would especially call the attention of the Department to Acting First Master Hoel, of the *Cincinnati*, who so creditably volunteered his services to go in the *Carondelet*, and did go in her, although he was attached to the gunboat *Cincinnati*.

I enclose a correspondence, or a copy of it, between Major-General Pope at New Madrid and myself in relation to another gunboat attempting to run the blockade for his relief or assistance.

The rebels are very strongly fortified here and seem determined to do all in their power to maintain their position. I trust, however, when General Pope crosses with his army and moves upon their rear, that we shall be able, by an attack in front, to carry the place.

I have the honor to be, very respectfully, your obedient servant,
A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

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[Enclosures.]

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, April 4, 1862.

GENERAL: The gunboat *Carondelet*, Commander Walke, left her anchorage this evening at 10 o'clock in a heavy thunderstorm for the purpose of running the fire of the batteries on Island No. 10 and those lining the Tennessee shore, to join your forces at New Madrid. By a previous concerted signal of three minute guns, twice fired at intervals of five minutes, which have since been heard, as far as the heavy thunder would enable us to ascertain, leads me to hope that the blockade has been run successfully, although the batteries opened on her with forty-seven guns while passing.

I am, therefore, exceedingly anxious to hear the fate of the noble officers and men who so readily were disposed to attempt the hazardous service, that I beg you will immediately inform me by bearer if Commander Walke has arrived with his vessel and the condition in which you find her and her officers and men.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

Major-General JOHN POPE,
Commanding Army at New Madrid, Mo.

—
HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, April 5, 1862.

SIR: Your note of yesterday has just been received. Captain Walke arrived safely with the *Carondelet*, not a shot having touched her. Officers and men are in good condition for service.

I requested Colonel Scott, Assistant Secretary of War, to write to you yesterday in relation to sending another one of the gunboats, and with profound respect I venture to urge you still further on the subject. I have not a doubt but that one of them could run the batteries to-night without any serious injury. Notwithstanding their

inferior character, the enemy's gunboats pass and repass our batteries in the night without injury.

My best artillerists, officers of the Regular Army of many years' service, state positively that it is impossible in the night to fire with any kind of certainty the large guns (32-pounders) of our batteries, especially at a moving object. The guns fired at the *Carondelet* passed 200 feet above her.

I am thus urgent, sir, because the lives of thousands of men and the success of our operations hang upon your decision. With the two boats all is safe; with one, it is uncertain. The lives of the men composing this army are in my keeping, and I do not feel justified in omitting any steps to fortify this movement against any accident which might occasion disaster not to be repaired.

Certainly, the risk to a gunboat running down in the night is not nearly so great and involves no such consequences as the risk to 10,000 men crossing a great river in the face of the enemy.

You will excuse me, I am sure, if I seem urgent. A sense of duty impels me to present the facts to you as forcibly as possible.

I am, sir, very respectfully, your obedient servant,

JNO. POPE,

Major-General, Commanding.

Flag-Officer A. H. FOOTE,
Commanding Mississippi Flotilla.

—
FLAG-STEAMER BENTON,
Off Island No. 10, April 6, 1862.

GENERAL: Your letter of this day's date, announcing the safe arrival of the *Carondelet* at New Madrid, was received at 8 o'clock this evening; the telegram of Assistant Secretary Scott reached me a few minutes later.

Colonel Bissell, who has charge of the steamers and barges now in the slough en route to New Madrid, has requested that two tugs, even, might be sent to you, which would, with arrangements he could make, enable you to transport your forces to the opposite side of the river, in case it was deemed inexpedient to send a gunboat for that purpose. You, yourself, in a late letter, apply for a gunboat, "our smallest gunboat," even, for that purpose. I could last night, had you made a point of having two gunboats, sent them with comparative safety, as the night was dark, while the vivid lightning enabled the pilots to keep the channel. Again, it is now too late to obtain the hay and other necessary articles for the protection of the gunboats to-night; to say nothing of the clear atmosphere rendering a boat as visible or as good an object to sight as in the daytime. For these reasons, I can not, neither does a single navy officer, and I presume not a pilot in the squadron, consider that a gunboat could run the blockade to-night without an almost certainty of being sunk in the attempt, especially if the guns were served with any degree of skill or ability whatever.

I am sorry to find the expression in your letter, that "the success of our operations hangs upon your (my) decision," especially referring to my directing a gunboat to attempt running the blockade in this clear night; for, in my judgment, and that of all the other offi-

cers, the boat might as well expect to succeed in running it in the daytime. I can not consider the running of your blockade, where the river is nearly a mile wide and only exposed to a few light guns, at all comparable to running it here, where a boat has not only to pass seven batteries, but has to be kept "head on" to a battery of eleven heavy guns at the head of Island No. 10, and to pass within 300 yards of thirty strong fortifications. If it did not sink the gunboat, we would, in the Navy, consider the gunners totally unfit for employment in the service, and therefore my responsibility for the lives of the officers and men under my charge induces me to decline a request which would, especially without protection to the boat, were the rebels at all competent to perform their duty, result in the sacrifice of the boat, her officers and men, which sacrifice I should not be justified in making—certainly now, when, by your own admission, it will be easy for the new rebel steamers reported to be on their way up the river to pass your batteries in the night, and if they meet my squadron reduced by loss, so as to be unable to cope with them, can continue up the Mississippi or Ohio to St. Louis or to Cincinnati.

In view, however, of rendering you all the aid you request and no doubt require, while I regret that you had not earlier expressed the apprehension of the necessity of two gunboats instead of the smallest gunboat, I will to-morrow endeavor to prepare another boat, and if the night is such that will render her running the blockade without serious disaster at all probable, I will make the attempt to send you the additional boat requested in your letter of this day's date.

I am, respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Comdg. Naval Forces, Western Waters.

Major-General JNO. POPE,

Commanding Army at New Madrid.

Letter from Major-General Pope, U. S. Army, to Commander Walke, U. S. Navy, requesting the use of yawls for the engineering work.

HEADQUARTERS DISTRICT MISSISSIPPI,
Near New Madrid, April 5, 1862.

CAPTAIN: I will be much obliged to you if you will allow Captain T. J. Dean, of the Engineers, to use your yawls to go up the bayou for a few miles to-morrow morning at daylight.

I am, captain, your obedient servant,

JOHN POPE,

Major-General, Commanding.

Captain H. WATKES,

Commanding Carondelet.

[Telegram.]

NEW MADRID (VIA CAIRO), *April 6, 1862.*

General Pope is progressing well with his plans to execute the most difficult movement of the campaign—that of crossing the Mississippi in the face of the enemy. He needs another gunboat,

but we can not prevail on Commodore Foote to run the blockade. It can be done with comparative safety any night, and might save the lives of thousands of our soldiers. The risk of the boat is trifling compared with that of Pope's army. Can you have it ordered by the Secretary of the Navy to-day, and thus relieve the flag-officer from a responsibility which he is not willing to assume?

THOMAS A. SCOTT,
Assistant Secretary of War.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

NEW MADRID, *April 6, 1862.*
(Received 5:15 p. m.)

General Pope has just received letter from Commodore Foote. He will send boat if night is dark. No order needed from Navy Department.

THOS. A. SCOTT,
Assistant Secretary of War.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

NEW MADRID, *April 6, 1862.*

The second gunboat did not try to run the batteries last night; will probably be here to-night. I sent down the *Carondelet* with some officers to reconnoiter the opposite shore closely between here and Tiptonville. She unmasked five or six batteries along the shore, I think largely in consequence of my plan of getting transports to cross the river to take the enemy in rear having been published by the newspaper reporters of the flotilla. The enemy has for two weeks been kept advised of my plans and have lined the whole river bank with guns. To-morrow will determine whether we can dislodge a sufficient number to cross with any sort of security by the aid of gunboats, our floating battery, and our land batteries. The matter will be settled. Of course there will be no such thing as crossing in frail steamers in the face of heavy guns at all points of landing. I will telegraph you further to-night. The gunboat has not yet returned from below.

JNO. POPE,
Major-General.

Major-General HALLECK.

Letter from Major-General Pope, U. S. Navy, to Commander Walke, U. S. Navy, requesting cooperation in a reconnoissance below New Madrid.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, April 6, 1862.

CAPTAIN: I desire to have an examination of the opposite shore made for three or four miles below our battery of 32-pounders. I

send General Granger and Colonel [J. L. Kirby] Smith for the purpose. May I ask that you will carry them down the river for this purpose? I would like to have as close an examination as you think will be safe with your boat.

Respectfully, captain, your obedient servant,

JOHN POPE,
Major-General, U. S. Army.

Captain H. WALKE, U. S. Navy,
Commanding U. S. Gunboat Carondelet.

Letter from Major-General Pope, U. S. Army, to Commander Walke, U. S. Navy, requesting protection for the troops in crossing the river.

NEW MADRID, April 6, 1862.

CAPTAIN: I am induced to believe by the reports of General Granger and Colonel Smith that you will be able to silence or take the upper batteries of the enemy on the opposite shore. I mean the batteries immediately opposite our batteries of 32-pounders.

Commodore Foote sends another boat down to-night. I design to attempt the crossing with my force to-morrow, and I desire, if it meet your views, that the two gunboats go down as soon as day dawns and silence the batteries specified, and to hold on near the shore until the troops disembark. As soon as you start I will have the transports brought into the river and loaded with troops, which will cross the river and land near you as soon as the batteries are silenced.

You will doubtless have to move close in to them, head on, and maintain your position, so as to cover the whole ground in the rear of the landing.

Our batteries will be ordered to open as soon as day dawns, and to keep up their fire vigorously until the object is accomplished.

I can cross 3,500 men at a time. If you can thus silence these batteries in three hours or more, we have the rebels opposite in our hands.

Respectfully, captain, your obedient servant,

JNO. POPE,
Major-General, Commanding.

Captain HENRY WALKE, U. S. Navy,
Commanding Gunboat Carondelet.

P. S.—Call on Colonel Bissell, who is in the intrenchment near you, and he will give you 32 and 64 pounder ammunition.

Letter from Major-General Pope, U. S. Army, to Commander Walke, U. S. Navy, requesting a signal for the movement of the troops.

NEW MADRID, April 6, 1862.

CAPTAIN: As soon as you have succeeded in silencing the enemy's batteries, please make a signal by lowering and raising your flag

twice. As soon as this signal is made, the first division of this army will commence to cross, landing on the upper side of your gunboats.

Respectfully, etc., your obedient servant,

JNO. POPE.

Major-General, U. S. Army.

Captain HENRY WALKE, U. S. Navy,
Commanding Gunboat Carondelet.

Report of Commander Walke, U. S. Navy, commanding U. S. S. Carondelet, regarding the silencing of the batteries preparatory to movement of troops.

U. S. GUNBOAT CARONDELET, *April 7, 1862.*

SIR: Agreeable to your instructions of the 6th instant, I proceeded down the Mississippi at 6:30 this morning; silenced and spiked all the guns of the rebel batteries opposite your batteries. The lower one made a desperate resistance. It consisted of two 64-pounder howitzers and one 32-pounder gun; two were dismounted and the other disabled by our shot. I then captured and spiked, temporarily, two 64-pounder howitzers, about half a mile above—and a quarter of a mile above these found a 64-pounder long gun spiked.

I brought a man on board, who reports himself to me as being a spy, whom I send to you. The rebels had set fire to their house on the shore opposite.

Very respectfully, your obedient servant,

HENRY WALKE,

Commander, U. S. Navy.

Major-General JOHN POPE,
Commanding U. S. Forces, New Madrid.

P. S.—The above should have been 64-pounder long gun, instead of a 32-pounder, mounted on a navy gun carriage.

The last mentioned heavy navy 64-pounder was mounted on a turntable in rear of the levee.

H. WALKE.

Letter from Commander Walke, U. S. Navy, to Major-General Pope, U. S. Army, referring to the delayed arrival of the U. S. S. Pittsburg.

U. S. GUNBOAT CARONDELET, *April 7, 1862.*

SIR: Your two letters of instruction are received, but I regret to inform you that I am apprehensive that the gunboat which Flag-Officer Foote has sent on her way down here has been at least detained on her attempt to get down. I will therefore be obliged to wait her arrival or perhaps render her assistance.

Very respectfully, sir, your obedient servant,

H. WALKE,

Commander, U. S. Navy.

Major-General POPE,
Commanding Officer, New Madrid.

P. S.—After the *Pittsburg* had passed Island No. 10, she stopped on her way to New Madrid three or four hours for fear of an accident, as her officers informed Captain Walke.

H. WALKE.

[Telegram.]

FLAG-STEAMER BENTON,
Off Island No. 10, via Cairo, April 7, 1862.

This morning at 2 o'clock, in a heavy thunderstorm, the gunboat *Pittsburg*, Lieutenant Commanding Thompson, ran the blockade under fire of 73 guns, and has probably reached New Madrid, and is now with the *Carondelet*, Commodore Walke, as reports of heavy guns are heard opening upon the rebel batteries on the opposite shore to destroy them, that General Pope with his army may land on the Tennessee side, preparatory to moving to attack the rear of the rebels at this place while we attack them in front.

A. H. FOOTE,
Flag-Officer, Commanding.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, April 7, 1862.

I am happy to inform you that the *Pittsburg* has arrived untouched. I shall cross the river if possible to-day, and shall probably be prepared to assault the works near Island No. 10 by 2 p. m. to-morrow. May I beg that you will have a careful watch kept for us, that we may suffer no injury from your boats as we approach the rear of the enemy's batteries? With the aid of the two boats you have sent, and of the gallant officers who command them, I shall be able to effect the passage of the river with the necessary force and without increasing the tremendous hazard which must otherwise have attended such an operation.

Be pleased, sir, to accept my hearty good wishes.

Respectfully, sir, your obedient servant,

JNO. POPE,
Major-General, Commanding.

Flag-Officer ANDREW H. FOOTE.

Letter from Major-General Pope, U. S. Army, to Commander Walke, U. S. Navy, requesting him to proceed with two gunboats to Tiptonville.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
In the Field, April 7, 1862.

CAPTAIN: General Pope requests that as soon as the next division has crossed you proceed with the two gunboats to Tiptonville and the landing below, and endeavor to intercept the retreat of the enemy. You had best confer with General Palmer, commanding batteries 2 miles below Tiptonville.

I am, captain, respectfully, your obedient servant,

C. A. MORGAN,
Major and Aid-de-Camp.

Captain H. WALKE,
Commanding Gunboat Carondelet.

[Telegram.]

STEAMER BENTON,
Off Island No. 10, April 7, 1862.
 (Received 8th.)

Two officers have this instant boarded us from Island No. 10, stating that by order of their commanding officer they are ordered to surrender Island No. 10 to the commodore commanding the gunboats. As these officers know nothing of the batteries on the Tennessee shore, I have sent Captain Phelps to ascertain something definite on the subject. I will telegraph when further information is received. With General Pope now advancing from New Madrid in strong force to attack in rear, I am, with the gun and mortar boats, ready to attack in front, while General Buford here is ready to cooperate with the land forces; but it seems as if the place is to be surrendered without further defense.

A. H. FOOTE,
Flag-Officer, Comdg. Naval Forces, Western Waters.
 Hon. G. WELLES,
Secretary Navy.

[Telegram.]

FLAG-STEAMER BENTON,
Off Island No. 10, April 8, 1 a. m.
 (Received 11:28 a. m.)

My telegram, three hours since, informed the Department that Island No. 10 has surrendered to the gunboats. Captain Phelps has this instant returned, after having had an interview with the late commandant. I have requested General Buford, commanding the troops, to proceed immediately in company with two of the gunboats and take possession of the island. The batteries on the Tennessee shore have been hastily evacuated, where we shall find, no doubt, in the morning large quantities of munitions of war. I communicate immediately with General Pope, who has, under cover of the two gunboats which gallantly ran the blockade in the thunderstorm, crossed the river in force and was ready, as well as the gun and mortar boats, and with General Buford and his troops, to have made a simultaneous attack upon the rebels had they not so hastily evacuated the Tennessee shore and surrendered Island No. 10. A full report will be made as soon as we can obtain possession of the land batteries and I am able to communicate with General Pope.

A. H. FOOTE,
Flag-Officer.
 Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Foote, U. S. Navy, announcing the surrender of Island No. 10.

U. S. FLAG-STEAMER BENTON,
Island No. 10, April 8, 1862.

SIR: I have the honor to inform the Department that since I sent the telegram last night announcing the surrender to me of Island No. 10, possession has been taken of both the island and the works upon

the Tennessee shore by the gunboats and the troops under command of General Buford. Seventeen officers, 368 privates, 100 of their sick, and also 100 men employed in transports are in our hands, unconditional prisoners of war. I have caused a hasty examination to be made of the forts, batteries, and munitions of war captured. There are eleven earthworks, with 70 heavy cannon, varying in caliber from 32 to 100-pounders rifled. The magazines are well supplied with powder, and there are large quantities of shot, shell, and other munitions of war, and also great quantities of provisions. Four steamers afloat have fallen into our hands, and two others, with the rebel gunboat *Grampus*, are sunk, but will be easily raised. The floating battery of 16 heavy guns, turned adrift by the rebels, is said to be lying on the Missouri shore below New Madrid. Two wharf boats loaded with provisions are also in our possession. The enemy upon the mainland appears to have fled with great precipitation after dark last night, leaving in many cases half prepared meals in the quarters, and there seemed to have been no concert of action between the rebels upon the island and those occupying the shore, but the latter fled, leaving the former to their fate. These works, erected with the highest engineering skill, are of great strength, and, with their natural advantages, would have been impregnable if defended by men fighting in a better cause. A combined attack of the naval and land forces would have taken place this afternoon or to-morrow morning, had not the rebels so hastily abandoned this stronghold. To mature these plans of attack absolutely required the past twenty-three days of preparation. General Pope is momentarily expected to arrive with his army at this point, he having successfully crossed the river yesterday under a heavy fire, which no doubt led to the hasty abandonment of the works last night. I am unofficially informed that the two gunboats which so gallantly ran the fire of the rebel batteries a few nights since, yesterday attacked and reduced a work of the enemy opposite New Madrid, mounting eight heavy guns.

Enclosed is a copy of an order of General Mackall on assuming the command of the rebel force on the 5th instant.

I regret that the painful condition of my foot, still requiring me to use crutches, prevented me from making a personal examination of the works. I was, therefore, compelled to delegate that duty to Lieutenant Commanding S. L. Phelps, of the flagship *Benton*.

I am, sir, respectfully, your obedient servant,

A. H. FOOTE,

Commanding Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS,

Madrid Bend, April 5, 1862.

SOLDIERS: We are strangers, commander and commanded, each to the other.

Let me tell you who I am. I am a general made by Beauregard; a general selected by Beauregard and Bragg for this command when they knew it was in peril.

They have known me for twenty years. Together we have stood on the fields of Mexico. Give them your confidence now. Give it to me when I have earned it.

Soldiers: The key of the Mississippi is intrusted to your courage, to your discipline, to your patience. Exhibit the vigilance and coolness of last night and hold it.

W. W. MACKALL,
Brigadier-General, Commanding.

[Telegram.]

NEW MADRID, *April 8, 1862.*

Just returned from Tennessee. General Pope's movement has been a glorious success. Captured the rebel general, and nearly all his forces are prisoners. They will number about 5,000. Over 100 pieces of heavy artillery at Island No. 10, and along the river shore a large amount of arms and property of every description. The rebels sunk six steamers. Will endeavor to have five of them raised. If transportation arrives to-morrow or next day we shall have Memphis within ten days, and General Pope can cooperate with General Grant at Corinth in wiping out secession. Captain Walke, of the gunboat *Carondelet*, is entitled to great credit for his efficient co-operation with General Pope to effect the crossing of the river.

THOMAS A. SCOTT,
Assistant Secretary of War.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

NEW MADRID, *April 8, 1862.*

I congratulate you and your command on your splendid achievement. It exceeds in boldness and brilliancy all other operations of the war. It will be memorable in military history and will be admired by future generations. You deserve well of your country.

H. W. HALLECK,
Major-General.

Major-General POPE.

Report of Flag-Officer Foote, U. S. Navy, referring to capture of Confederate Navy signals.

FLAG-STEAMER BENTON,
Island No. 10, April 9, 1862.

SIR: I have the honor to enclose a copy of a telegram of my report to the Department of the surrender of Island No. 10.

I also send a copy of the rebel Navy's signals. Commander Kilty, of the gunboat *Mound City*, captured the signal book, signals, and

telegraphic dictionary. As we shall probably meet the rebel gun-boats, I retain the signal book, which is almost a copy from ours.

I will soon send the drawings and plans of the celebrated floating battery, which lies submerged between here and New Madrid.

General Pope is now with me and reports that he has captured 6,000 prisoners, including three generals. He wishes to move an army of 25,000 men down the river, but as time is important and I am ready to move with the flotilla, I have asked him to send some 3,000 or 5,000 with us, by which I hope to move on Fort Pillow by day after to-morrow. It is important that an early move should be made on our part on Fort Pillow before the rebels recover from their panic; and then we are on to Memphis.

Will the Department show the plans of the floating battery to Mr. Lenthall?

I write in the greatest haste, and trust that this incoherent report will be excused.

I have the honor to be, etc.,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

I also send general or special orders found at No. 10.

A. H. F.

Report of Flag-Officer Foote, U. S. Navy, referring again to captured Confederate Navy signals.

U. S. FLAGSHIP BENTON,
Island No. 10, April 10, 1862.

SIR: In sending a copy yesterday of the C. S. Navy signals I omitted to mention that our naval forces on the coast having a copy of those signals can, by using our signal book and telegraphic dictionary, read any signal the enemy's vessels may make, as the numbers in the rebel signal book are the same as those in ours, except that many have been omitted, probably, as not likely to be necessary in the limited operations anticipated for their vessels.

I have the honor to be, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

With the copy of signals I have sent you, all our naval vessels will be able to read the signals of the enemy with certainty, and I believe also the telegraphic dictionary is the same as ours, but as we have no dictionary I can not report with certainty as to the latter.

A. H. F.

[Telegram.]

NAVY DEPARTMENT, *April 9, 1862.*

SIR: A nation's thanks are due you and the brave officers and men of the flotilla on the Mississippi whose labors and gallantry at Island No. 10, which surrendered to you yesterday, have been watched with intense interest. Your triumph is not the less appreciated because it was protracted and finally bloodless.

To that Being who has protected you through so many perils and carried you onward to successive victories, be praise for His continued goodness to our country, and especially for this last great success of our arms. Let the congratulations to yourself and your command be also extended to the officers and soldiers who cooperated with you.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer A. H. FOOTE,
Commanding Gunboats Western Waters.

Report of Major-General Pope, U. S. Army, referring to the gallantry of Commander Walke, U. S. Navy, commanding U. S. S. *Carondelet*.

NEW MADRID, MO., *April 9, 1862.*

The canal across the peninsula opposite Island No. 10, and for the idea of which I am indebted to General Schuyler Hamilton, was completed by Colonel Bissell's engineer regiment, and four steamers brought through on the night of the 6th. The heavy batteries I had thrown up below Tiptonville completely commanded the lowest point of the high ground on the Tennessee shore, entirely cutting off the enemy's retreat by water. His retreat by land has never been possible through the swamps.

On the night of the 4th Captain Walke, of the Navy, ran the enemy's batteries at Island No. 10 with the gunboat *Carondelet* and reported to me here. On the night of the 6th the gunboat *Pittsburg* also ran the blockade.

Our transports were brought into the river from the bayou, where they had been kept concealed, at daylight on the 7th, and Paine's division loaded. The canal has been a prodigiously laborious work. It was 12 miles long, 6 miles of which were through heavy timber, which had to be sawed off by hand 4 feet under water. The enemy has lined the opposite shore with batteries, extending from Island No. 10 to Tiptonville—Meriweather's Landing—to prevent the passage of the river by this army. I directed Captain Walke to run down with the two gunboats at daylight on the 7th to the point selected for crossing and silence the enemy's batteries near it. He performed the service gallantly, and I here bear testimony to the thorough and brilliant manner in which the officer discharged his difficult duties with me, and to the hearty and earnest zeal with which, at all hazards, he cooperated with me.

As soon as he signaled me, the boats containing Paine's division moved out and commenced to cross the river. The passage of this

wide, furious river by our large force was one of the most magnificent spectacles I ever witnessed. By 12 o'clock that night (the 7th) all the forces designed to cross the river were over, without delay or accident. As we commenced to cross, the enemy began to evacuate Island No. 10 and his pontoons along the shore. The divisions were pushed forward to Tiptonville as fast as they landed, Paine's leading. The enemy was driven before him, and although they made several attempts to form line of battle and make a stand, Paine did not once deploy his column. The enemy was pushed all night vigorously, until at 4 a. m. he was driven back upon the swamp and forced to surrender.

Three generals, 7 colonels, 7 regiments, several battalions of infantry, 5 companies of artillery, over 100 heavy siege guns, 24 pieces of field artillery, an immense quantity of ammunition and supplies, and several thousand stand of small arms, a great number of tents, horses, wagons, etc., have fallen into our hands.

Before abandoning Island No. 10 the enemy sunk the gunboat *Grampus* and six of his transports. These last I am raising and expect to have ready for service in a few days. The famous floating battery was scuttled and turned adrift with all her guns aboard. She was captured and run aground in shoal water by our forces at New Madrid.

* * * * *

JNO. POPE.
Major-General.

Major-General HALLECK.

Report of Commander Kilty, U. S. Navy, requesting instructions regarding the captured steamer *Red Rover*.

GUNBOAT MOUND CITY, *March 9 [April 9], 1862.*

SIR: I presume Captain Phelps has informed you of the circumstances under which I took possession of the steamer *Red Rover*.

My engineers and mechanics have been at work on her since yesterday morning, and she will, in a few hours, be in a condition to go to Cairo. One of our shells had passed through all her decks and bottom. Having stopped the leak and pumped her out, she can now, by some repairing, be rendered a serviceable boat. Together with the signal books transmitted to you, I found a mass of papers and letters on board of her, but none of importance. The accompanying package contains the most interesting of the lot.

I shall be happy to receive instructions in regard to the disposal of the steamer *Red Rover*, as I fear, should I leave her, that some of the prowling rebels might burn her.

I am, very respectfully, your obedient servant,

A. H. KILTY,
Commander.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, Western Waters.

Report of Flag-Officer Foote, U. S. Navy, transmitting report regarding the operations of the gunboats *Carondelet* and *Pittsburg* near New Madrid.

U. S. FLAG-STEAMER BENTON,
Island No. 10, April 11, 1862.

SIR: I have the honor to enclose a report from Commander Walke, of the gunboat *Carondelet*, detailing the services rendered by him and the *Pittsburg*, Lieutenant Commanding Thompson, in the vicinity of New Madrid, from which it will be seen that the boats opened upon and effectually silenced and captured several heavy batteries on the Tennessee side of the river on the 6th and 7th instant, and without which destruction it would have been impossible for General Pope to have crossed the river for the purpose of attacking the rebels in rear at No. 10 while the gun and mortar boats would make the attack in front.

There has been an effective and harmonious cooperation between the land and naval forces, which has, under Providence, led to the glorious result of the fall of this stronghold, No. 10, with its garrison and munitions of war, and I regret to see in the dispatches of Major-General Halleck, from St. Louis, that no reference is made to the capture of forts and continuous shelling of gun and mortar boats, and the Navy's receiving the surrender of No. 10, when, in reality, it should be recorded as an historical fact that both services equally contributed to the victory, the bloodless victory—more creditable to humanity than if thousands had been slain. I also enclose reports from Lieutenants Commanding Gwin and Shirk, of the gunboats *Tyler* and *Lexington*, in the Tennessee, giving a graphic account of that great battle and the assistance rendered our army by those boats near Pittsburg, stating that when the left wing of our army was being driven into the river, at short range they opened fire upon them, silencing the enemy, and, as I hear from many army officers on the field, totally demoralizing his forces and driving them from their position in a perfect rout in the space of ten minutes.

These officers and men, as well as those of Commander Walke, and the officers and men of the *Carondelet* and *Pittsburg*, behaved with a degree of gallantry highly creditable to them and the Navy.

I proceed to-day with the entire flotilla to New Madrid, and hope to leave to-morrow for Fort Pillow, or the next point down the river which may attempt to resist the raising of the blockade.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT CARONDELET,
Off Tiptonville, Tenn., April 8, 1862.

SIR: In accordance with the instructions of General Pope, I received on board General Granger and staff on the morning of the 6th instant, and proceeded down the Mississippi River opposite to this place, making an extensive reconnoissance. On our way down we exchanged a few shots with some of the enemy's batteries on the

Tennessee shore, and on our way back we attacked one or two siege guns, 24-pounders, which had engaged us, and we disabled and spiked these guns without receiving any injury. The remainder of the enemy's batteries fired upon us on the way to New Madrid as long as we were within range.

After my return to New Madrid General Pope informed me of your intention to send another gunboat and requested that I should go down the river and destroy the remaining rebel batteries above Point Pleasant. At dawn the following morning, and after a given signal, he would land his army and attack that of the enemy at or near Island No. 10. The *Pittsburg* did not arrive until 5 a. m. But as the transports (one at least) were underway with our troops on board going down I got underway at 6:30 (having ordered Commander Thompson verbally and by signal to follow my motions) and proceeded down to the enemy's lower and heaviest battery, consisting of one 64-pounder gun and two 64-pounder siege howitzers. We opened a constant, deliberate, and well-directed fire upon it for about three-fourths of an hour, feebly assisted by our own batteries on shore, when the enemy slackened his fire. A shot passed through our fourth cutter and starboard quarter, cutting away the sheave of our wheel rope, striking our stern gun, and bounding over our stern. About this time the *Pittsburg* commenced firing at long range as she came down. As soon as our steering gear was repaired I gradually closed on the enemy, firing a shot now and then (the *Pittsburg*, at a distance astern, throwing shell in a dangerous position across our bows) until the fort was deserted by the enemy. I spiked and disabled the guns of this fort, and I then proceeded up 300 yards farther and found a 64-pounder siege howitzer dismounted. Three hundred yards farther I spiked another 64-pounder siege howitzer, and 400 yards farther we found a fine 64-pounder gun on a pivot, spiked and being deserted by the enemy, who set fire to a private residence there, and upon whom we fired as they ran off. A large quantity of ammunition was left by them at each fort. I then made the required signal, crossed over to our army, received further instructions from General Pope, and covered their disembarkation on the Tennessee shore at the captured fort above Point Pleasant. At evening we steamed down to our camp opposite the enemy's fort at this place, headed the gunboats for the enemy's battery, until early this morning, when we got underway and crossed over to Tiptonville, the enemy having disappeared. The officers and crews of this vessel during the trials and dangers of their battles conducted themselves with admirable coolness and ability, to do justice to many of whom will require a more special letter.

Most respectfully, sir, your obedient servant,

H. WALKER,
Commander, U. S. Navy.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces, Western Waters.

General order conveying through the Secretary of the Navy the thanks of the nation.

GENERAL ORDERS, }
No. 7.

U. S. FLAG-STEAMER BENTON,
Island No. 10, April 11, 1862.

It is with the highest gratification that the commander in chief promulgates to the officers and men under his command, comprising the gun and mortar boats, ordnance boats, tugs, transports, and others, as well as to General Buford and officers and soldiers of the army who have so effectively cooperated in the reduction of Island No. 10, the following telegram received from the Secretary of the Navy; and he trusts that the future will be crowned with the same success to our arms as the past has been; and may we all, in letter and spirit, as suggested by the honorable Secretary, render our hearty thanks to God for His goodness in giving us the victory.

A. H. FOOTE,
Flag-Officer.

[Telegram.]

NAVY DEPARTMENT, WASHINGTON, *April 10, 1862.*

SIR: A nation's thanks are due to you and the brave officers and men of the flotilla on the Mississippi whose labor and gallantry at Island No. 10, which surrendered to you yesterday, have been watched with intense interest. Your triumph is not the less appreciated because it was protracted and finally bloodless.

To that Being who has protected you through so many perils and carried you onward to successive victories be praise for His continued goodness to our country, and especially for this last great success of our arms. Let the congratulations to yourself and your command be also extended to the officers and soldiers who cooperated with you.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer FOOTE,
Commanding Gunboat Flotilla.

Letter from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, commending the officers and men of the U. S. steamers *Carondelet* and *Pittsburg*.

NAVY DEPARTMENT, *April 12, 1862.*

SIR: The Department desires you to convey to Commander Henry Walke and the officers and men of the *Carondelet*, also to Acting First Master Hoel, of the *Cincinnati*, who volunteered for the occasion, its thanks for the gallant and successful service rendered in running the *Carondelet* past the rebel batteries on the night of the 4th instant. It was a daring and heroic act, well executed, and deserving of special recognition. Commendation is also to be extended to the officers and crew of the *Pittsburg*, who, in like manner, on the night of the 7th instant, performed a similar service. These fearless acts dismayed the enemy, enabled the army under General Pope to cross the Mississippi, and eventuated in the surrender to yourself of Island No. 10, and finally to the capture by General Pope, of the forts

on the Tennessee shore and the retreating rebels under General Mackall. I would also in this connection render the acknowledgments which are justly due the officers and crews of the several boats who, in conjunction with a detachment of the Forty-seventh Illinois Regiment, under Colonel Roberts, captured the first rebel battery and spiked the guns on Island No. 10 on the night of the 1st instant. Such services are duly appreciated by the Department, which extends its thanks to all who participated in the achievement.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer A. H. FOOTE,
Commanding Gunboat Flotilla, Cairo, Ill.

[Endorsement.]

Forwarded, with the order that this paper, which the commander in chief is most happy in transmitting to the brave and gallant officers and men to whom it refers, shall be publicly read on board the *Carondelet* and *Pittsburg*, and afterwards to be retained by Commander Walke, who commanded with so much ability and gallantry, assisted by First Master Hoel of the gunboat *Cincinnati*, below New Madrid, which enabled the army to cross the Mississippi at that point, and to secure, with the aid of the flotilla above, the possession of Island No. 10, and the adjacent batteries on Tennessee shore.

A. H. FOOTE,
Flag-Officer, Comdg. Naval Forces, Western Waters.

FLAGSHIP BENTON,
Off Fort Pillow, April 22, 1862.

Order of the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, to furnish the full name of Acting First Master Hoel for promotion.

NAVY DEPARTMENT, *April 15, 1862.*

SIR: Be pleased to inform the Department the full name of Master Hoel, who volunteered on board the *Carondelet* on her recent passage of the rebel batteries at Island No. 10.

The Department desires to appoint him an acting lieutenant in the U. S. Navy as a reward for his gallantry.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, Cairo, Ill.

General order.

GENERAL ORDERS, }
 No. 17. } HEADQUARTERS DEPT. OF THE MISSISSIPPI,
Camp Pittsburg Landing, Tenn., April 19, 1862.

The following general order of the governor and commander in chief of the Commonwealth of Massachusetts has been officially received and is published to the military and naval forces in this department:

GENERAL ORDERS, } COMMONWEALTH OF MASSACHUSETTS,
 No. 6. } *Headquarters, Boston, April 10, 1862.*

In honor of the most signal victories won by the soldiers of the Union in the department commanded by Major-General Halleck, under the more immediate leadership of Major-Generals Pope, Grant, and Buell, and by the sailors and marines commanded by Flag-Officer A. H. Foote, and as an honorable expression of the grateful joy with which the splendid results of the heroic valor, energy, and good conduct of the commanders, their officers and men, is received by their brethren and fellow-citizens of Massachusetts, it is ordered by the governor and commander in chief of the militia of Massachusetts that a salute of one hundred guns be fired on Boston Common, to-morrow, the 11th day of April, current, at noon.

Not even the cannon's voice can loudly enough proclaim the debt which our country, human liberty, and civilization itself, owe to these noble men of the West, who have met the august terrors of the rebellion and rolled its waves back upon their depths. The heart of every son of Massachusetts leaps to salute them and do them homage.

Major-General [Samuel] Andrews, commanding first division, is charged with the execution of this order.

By command of his Excellency John A. Andrew, governor and commander in chief:

WM. SCHOULER,
Adjutant-General.

By command of Major-General Halleck:

N. H. McLEAN,
Assistant Adjutant-General.

A. H. FOOTE,
Flag-Officer.

Letter from Commander Porter, U. S. Navy, to Flag-Officer Foote, U. S. Navy, criticising the report of Major-General Pope, U. S. Army.

Private.]

ST. LOUIS, Mo., *May 12, 1862.*

DEAR SIR: I herewith enclose the published report of General Pope relating to the capture of Island No. 10.

In several instances the phraseology of the letter appears to cast severe censure on your conduct at that place, and had caused here, in my hearing, many animadversions on your character as a good naval officer. He remarks, as you will see, that he applied to you for a gunboat and was refused on the "ground of impracticability;" that the island could have been taken much sooner if you would have given the aid he required. He infers that you had shelled the batteries for seven days without any effect. He says on the 17th of March he suggested to you by letter that you should run the blockade and enable him to cross; you refused him, etc.

He also says the flotilla had kept up its fire on the batteries of the enemy without making any progress, etc.

I have been much mortified by the many insinuations and remarks made to me about this letter, and I hope you will take this as it is meant, in good part.

I feel great mortification in having thrown in my teeth daily that the gunboats were useless at Island No. 10. To be sure, I was not there, yet I belong to the fleet, and any imputations on the chief reflect as well on me.

I sincerely hope you will compel General Pope to make some explanation which may do away with the implied imputations he has made on yourself, as well as others, by implying that the fleet was useless and the chief of it afraid to do his duty, etc.

I hope your foot is better and the magic oil benefited it.

My health is improving.

Yours, sincerely,

PORTER.

Captain FOOTE.

Detailed report of Major-General Pope, U. S. Army, regarding the operations.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Camp Five Miles from Corinth, Miss., May 2, 1862.

GENERAL: I have the honor to submit the following report of the operations which resulted in the capture of Island No. 10 and the batteries on the main shore, together with the whole of the land forces of the enemy in that vicinity. * * *

As soon as daylight unmasked our lowest battery, the enemy saw at once that we must either be dislodged or all reliable communication with his forces would be cut off. Five gunboats, therefore, at once advanced against the battery, which consisted of two 24-pounder siege guns and two 10-pounder Parrotts, manned by a detachment of the First United States Infantry, under Lieutenant Bates, and supported by General Palmer's division, encamped $1\frac{1}{2}$ miles in rear. Rifle pits for 500 sharpshooters were dug on the flanks of the battery, close to the river bank, and were constantly occupied. The gunboats ran up to within 300 yards, and a furious cannonade was kept up for an hour and a half, when they were repulsed with the loss of one gunboat sunk, several badly damaged, and many men shot down at their guns by our sharpshooters from the rifle pits. Our loss was 1 man killed. From that time no attempt was made against the battery, and all communication from below with the forces near Island No. 10 cut off. One of the gunboats would occasionally, during a dark night, steal up close along the opposite shore to Tiptonville, but always at such great risk that it was seldom undertaken. Neither supplies nor men could be taken up or carried off in this way.

Such was the condition of affairs on the 16th of March. The object for which the land forces had been moved upon New Madrid was accomplished in the capture of that place and the blockade of the river to any supplies and reinforcements for the enemy at and around Island No. 10.

Meantime the flotilla had been firing at long range both from the gun and mortar boats at the batteries of the enemy on, and opposite, the island, for seven consecutive days without any apparent effect,

and without any advance whatever toward their reduction. This result was, doubtless, due to defective construction of the boats.

* * * * *

On the 17th March I suggested to Commodore Foote, by letter, that he should run the enemy's batteries with one of his gunboats, and thus enable me to cross the river with my command, assuring him that by this means I could throw into the rear of the enemy men enough to deal with any force he might have. This request the commodore declined on the ground of impracticability. Colonel Bissell having reported a road impracticable, but that a route could be found for a channel sufficient for small steamers, I immediately directed him to commence the canal with his whole regiment, and to call on Colonel Buford, commanding the land forces temporarily with the flotilla, which had been placed under my command, for any assistance in men or material necessary for the work. Supplies of such articles as were needed and four steamers of light draft were sent for, to Cairo, and the work begun. It was my purpose to make the canal deep enough for the gunboats, but it was not found practicable to do so within any reasonable period. The work performed by Colonel Bissell and his regiment of engineers was beyond measure difficult, and its completion was delayed much beyond my expectations. The canal is 12 miles long, 6 miles of which are through very heavy timber. An avenue 50 feet wide was made through it by sawing off trees of large size 4½ feet under water. For nineteen days the work was prosecuted with untiring energy and determination, under exposures and privations very unusual even in the history of warfare. It was completed on the 4th of April, and will long remain a monument of enterprise and skill.

During all this period the flotilla had kept up its fire upon the batteries of the enemy, but without making any progress toward their reduction. It had by this time become very apparent that the capture of Island No. 10 could not be made unless the land forces could be thrown across the river and their works carried by the rear; but during this long delay, the enemy, anticipating such a movement, had erected batteries along the shore from Island No. 10 entirely around to Tiptonville at every point where troops could be landed.

* * *

There seemed little hope of any assistance from the gunboats. I therefore had several heavy coal barges brought into the upper end of the canal, which during the progress of the work were made into floating batteries. * * *

On the 4th Commodore Foote allowed one of the gunboats to run the batteries at Island No. 10, and Captain Walke, U. S. Navy, who had volunteered (as appears from the commodore's order to him), came through that night with the gunboat *Carondelet*. Although many shots were fired at him as he passed the batteries, his boat was not once struck. He informed me of his arrival early on the 5th.

On the morning of the 6th I sent General Granger, Colonel J. L. Kirby Smith, of the Forty-third Ohio, and Captain L. H. Marshall, of my staff, to make a reconnoissance of the river below, and requested Captain Walke to take them on board the *Carondelet* and run down the river, to ascertain precisely the character of the banks and the position and number of the enemy's batteries. The whole day was spent in this reconnoissance, the *Carondelet* steaming

down the river in the midst of a heavy fire from the enemy's batteries along the shore. The whole bank for 15 miles was lined with heavy guns at intervals, in no case exceeding 1 mile. Intrenchments for infantry were also thrown up along the shore between the batteries. On his return up the river Captain Walke silenced the enemy's batteries opposite Point Pleasant, and a small infantry force, under Captain L. H. Marshall, landed and spiked the guns.

On the night of the 6th, at my urgent request, Commodore Foote ordered the *Pittsburg* also to run down to New Madrid. She arrived at daylight, having, like the *Carondelet*, come through untouched. I directed Captain Walke to proceed down the river at daylight on the 7th with two gunboats, and if possible silence the batteries near Watson's Landing, the point which had been selected to land the troops, and at the same time I brought the four steamers into the river and embarked Paine's division, which consisted of the Tenth, Sixteenth, Twenty-second, and Fifty-first Illinois regiments, with Houghtaling's battery of artillery.

* * * * *

A heavy storm commenced on the night of the 6th, and continued with short intermission for several days. The morning of the 7th was very dark, and the rain fell heavily until midday. As soon as it was fairly light our heavy batteries on the land opened their fire vigorously upon the batteries of the enemy, and the two gunboats ran down the river and joined in the action.

I can not speak too highly of the conduct of Captain Walke during the whole of these operations. Prompt, gallant, and cheerful, he performed the hazardous service assigned him with signal skill and success. About 12 o'clock m. he signaled me that the batteries near our place of landing were silenced, and the steamers containing Paine's division moved out from the landing and began to cross the river, preceded by the gunboats.

The whole force designed to cross had been drawn up along the river bank, and saluted the passing steamers with cheers of exultation. As soon as we began to cross the river the enemy commenced to evacuate his position along the bank and the batteries along the Tennessee shore opposite Island No. 10. His whole force was in motion toward Tiptonville, with the exception of the few artillerymen on the island, who, in the haste of retreat, had been abandoned.

As Paine's division was passing opposite the point I occupied on the shore, one of my spies, who had crossed on the gunboats from the silenced battery, informed me of this hurried retreat of the enemy. I signaled General Paine to stop his boats, and sent him the information, with orders to land as rapidly as possible on the opposite shore and push forward to Tiptonville, to which point the enemy's forces were tending from every direction. I sent no force to occupy the deserted batteries opposite Island No. 10, as it was my first purpose to capture the whole army of the enemy.

At 8 or 9 o'clock that night (the 7th) the small force abandoned on the island, finding themselves deserted, and fearing an attack in the rear from our land forces, which they knew had crossed the river in the morning, sent a message to Commodore Foote, surrendering to him. The divisions were pushed forward to Tiptonville as fast as they were landed, Paine leading. The enemy attempted to

make a stand several times near that place, but Paine did not once deploy his columns. By midnight all our forces were across the river and pushing forward rapidly to Tiptonville.

* * * * *

Our success was complete and overwhelming, and it gives me profound satisfaction to report that it was accomplished without loss of life.

I am, general, respectfully, your obedient servant,

JNO. POPE,

Major-General, Commanding.

Major General H. W. HALLECK,

Commanding Department of the Mississippi, St. Louis, Mo.

Letter from Colonel Bissell, U. S. Engineers, to Hon. B. F. Wade, in criticism of the delayed capture of Island No. 10.

HEADQUARTERS ENGINEER REGIMENT OF THE WEST,
Near Corinth, Miss., May 14, 1862.

SIR: I have the honor to represent that in the late operations that resulted in the capture of Island No. 10, I had occasion, as the senior engineer officer of the Army, serving under Major-General Pope, to cross over twice above that island from New Madrid to the gunboat flotilla, at that time commanded by Flag-Officer Foote, and to attend two councils held on board the flagship *Benton* and called by Commodore Foote. This was before the canal was commenced across the isthmus, and while means were under advisement whereby General Pope could be ferried across the river below Island No. 10, so as to attack that work from the rear.

At each of these councils I strongly urged that one of the gunboats might be allowed to run the batteries, and by her help General Pope would be able to capture the island in a single day.

Captain Phelps, at the time commanding the *Benton*, strongly seconded my efforts to induce Commodore Foote to send a boat, and requested to be allowed to command it. When Commodore Foote objected on account of the danger to the remaining boats, should the one that started be captured, Captain Phelps feelingly replied that if he were intrusted with a boat it should not fall into the enemy's hands; he would go through prepared to blow her up, and would destroy her rather than that she should be used against us. About three weeks afterwards, Commodore Foote sent two boats through, protected as advised by Captain Phelps at our council, and they passed unharmed.

Had Captain Phelps been allowed to try, as he requested, the island would have been taken nearly four weeks sooner. Fort Pillow at that time had no guns and the opening of the river would have been very easy.

Respectfully, your obedient servant,

J. W. BISSELL,

Colonel, Engineer Regiment.

Hon. B. F. WADE.

Letter from the President to Flag-Officer Foote, U. S. Navy, transmitting a joint resolution of Congress tendering thanks.

NAVY DEPARTMENT, *August 1, 1862.*

SIR: I have the pleasure to transmit herewith a certified copy of a joint resolution of Congress, approved July 16, 1862, tendering its thanks to you for your eminent services and gallantry at Fort Henry, Fort Donelson, and Island No. 10, while in command of the naval forces of the United States.

I am, respectfully, your obedient servant,

ABRAHAM LINCOLN.

Rear-Admiral ANDREW H. FOOTE, U. S. Navy,
New Haven, Connecticut.

[Enclosure.]

Joint resolution tendering the thanks of Congress to Captain Andrew H. Foote, of the United States Navy.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of Congress be, and the same are hereby, tendered to Captain Andrew H. Foote, of the United States Navy, for his eminent services and gallantry at Fort Henry, Fort Donelson, and Island No. 10, while in command of the naval forces of the United States.

And be it further resolved, That the President of the United States be, and he is hereby, requested to transmit a certified copy of the foregoing resolution to Captain Foote.

Approved, July 16, 1862.

Appointment from the Secretary of the Navy to John V. Johnston, U. S. Navy, as Acting Volunteer Lieutenant, for gallantry in action.

NAVY DEPARTMENT,
August 1, 1862.

SIR: You are hereby appointed an acting volunteer lieutenant in the Navy of the United States, on temporary service, for gallantry displayed by you in command of the boat expedition at Island No. 10.

After having executed the enclosed oath and returned it to the Department, with your letter of acceptance, you will report to Flag-Officer Davis for such duty as he may assign you in the flotilla under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Actg. Vol. Lieut. JOHN V. JOHNSTON, U. S. Navy,
U. S. Gunboat St. Louis, Western Flotilla.

[The record in Office of Secretary of the Navy presents this letter in substance but not in form.]

Crew of U. S. S. *Carondelet*, March, 1862.

Seamen.—H. Anderson, James Thompson, W. H. Underhill, J. G. Van Ness, Henry Smith, Amos Dutch, O. Wilson, Amasa Perry, James Johnson, James Flaherty, James Furman, A. Connelly, Thomas Tows, Ed. Green, W. Walker, Alexander Gross, George McCan, James Gorman, John Mulligan, W. Rizer, Thomas B. Burns.

Ordinary seamen.—James McBride, John Ford, Rich. Mahoney, John Diamond, Asa C. Mason, Jerry Welsh, John Johnson, W. B. Rooney, J. Elwell, Charles Baker, F. Sternmeyer, James Carey, Mich. Reily, James Hanson, Anthony Bark.

Landsmen.—Owen Canty, Dennis Reilly, Patrick O'Brien, John Owens, John Murphy, James Francis, Thomas Hallahan.

List of the old (or part) crew on board U. S. S. *Carondelet*, March 14, 1862.

Amos Dutch, James Tunnan (hospital; dead), James Gorman, John McBride, James D. Thompson, John Cochran, John Flaherty (hospital), Edward Green (unfit for duty), Mathew Arthur (disabled), Thomas R. Davis (hospital), Rich. Mahoney (hospital), Alex. Gile (hospital), John Owen (hospital), John Connelly (hospital), James Hanson (hospital), William B. Rooney (hospital), James Elwell, Charles Baker, James Roberts, Alex. P. Bowen, Dennis Reily, Patrick O'Brien, John Murphy, James Trunier, Thomas Graham, John Taylor, John O'Conner, William English (deserted), William Underhill, Charles Wilson, 1st, Charles Wilson, 2d, James Johnson (deserted), Arthur Blackburn (deserted), Thomas Toley, James Carey, John Diamond, Henry Smith, 1st, Henry Smith, 2d (hospital), William Sherman, Walter Swift (hospital), F. Sternmeyer, Owen Canty, George Medlum, Charles Burns (deserted), Patrick Laughlin, James McCann, Thomas Cleave, Thomas Hollahan, Henry Price (unfit for duty), Peter Templeton (hospital), A. W. Bowers, Mich. Reily, H. H. Rhodes (armorer), James Whalen, Hugh McDonald, J. W. Plant, Charles Schram, Mich. Haskey, John Kenny, Henry Anderson (discharged on account of wounds), John Ford, Amasa Perry, William Walker, Anthony Burke, John Johnson, David Mason, Jerry Walsh, H. W. Holden (unfit for duty), John Piper (discharged), Joseph Vance, George Faulkner, Manrid Phillips, James Gibson (promoted), Stephen Bangs, Fosters Johnson (deserted), Reynolds Craigs, Alex. Gross, Isaac Delaney, Esau Witt (deserted), P. H. Delaney (unfit for duty), Alfred Snyder. 74 men.

List of soldiers transferred to U. S. S. *Carondelet*.

Sergeant H. I. Fisher.

Corporals L. D. Noyes, William Montgomery, S. Reily, J. Danfield, J. O'Hara, P. H. Blanchard, E. Crampton, S. B. Shaw, James Sheppard.

Privates G. A. Davis, J. Patterson, J. Regals, J. Dunnsallo, Elias Lockwood, Charles Wyman, W. J. Cropps, George Fisher, Mich. McDonald, M. Lyons, R. Lally, G. Wittmough, P. Dakin, L. Oakley,

C. Duly, H. McGuire, Charles Wiggins, F. Jenter, E. Murray, S. Vibra, Charles Smith, M. Devoe, C. H. Whiting, F. Nolan, R. Weils, A. W. Lucas [?], Charles Cooley, J. McDermot, D. G. Henderson, Thomas Jordan, J. Flynn, P. Golding, H. Rooley, J. McFaster, J. Rice, Deb. Bromwell, Charles Walsh, Aug. Welstine, G. Bonfield, M. Fleury, John Sullivan, Charles McClan, E. Miller, M. Stowe, W. Foster, T. L. Newhorn, T. Steele, J. Morrison, C. H. Squires. 60 men.

MARCH 16, 1862.

[Telegram.]

JACKSON, TENN., *March 12, 1862.*

General Lovell wishes services of *Manassas*, ram, at mouth of river. Can you not send it without prejudice to our defenses?

Thanks for efficient [aid] before New Madrid.

G. T. BEAUREGARD.

Flag-Officer HOLLINS,
New Madrid, [Mo.], (via Union City, Tenn.)

[Telegram.]

MADRID BEND, *March 13, 1862—4 p. m.*

COLONEL: Commodore Hollins says that he can not dispense with the *Manassas*. Let General Lovell know it. Batteries were planted last night and opened at daylight against the lower fort. Dr. W. S. Bell, medical division, both legs shot off. One man killed and one wounded when I left, as far as I know.

I think the object is to cut regular approaches.

J. P. McCOWN,
Brigadier-General.

Colonel THOMAS JORDAN,
Assistant Adjutant-General.

[Telegram.]

MADRID BEND, *March 13, 1862—11:30 p. m.*

GENERAL: I this moment arrived from New Madrid. The enemy reinforced and rapidly pushing their advance against our works. They have 8-inch and 24-pounders. Our gunboats are not sufficiently protected for such heavy metal. Upon consultation with Commodore Hollins and General Stewart, I gave the order to evacuate the place. My boat (*Mohawk*) was hit in going to Fort Thompson. The enemy's batteries are not below Tiptonville. As soon as New Madrid is evacuated, the commodore (Hollins) will drop down to Tiptonville and keep the river open below. As soon as I have my forces disposed to prevent the enemy crossing from New Madrid I will try and send part of my reinforcements back. I have already

organized the citizens into a police force. A large body of troops arrived to-day, supposed to be commanded by Sigel.

J. P. McCOWN,
Brigadier-General.

General POLK.

Report of Flag-Officer HOLLINS, C. S. Navy, regarding the position of his command.

FLAGSHIP McRAE,
Tiptonville, Tenn., March 15, 1862.

GENERAL: I deem it proper to communicate with you direct as regards the position of my command in this vicinity. My force consists of six gunboats; two of them are ironed over their engines, which protects them from small arms and light artillery, but affording little protection against heavy guns; all the others are very vulnerable. I feel that the preservation of these boats is of the last importance to our country, and am therefore unwilling to risk their loss or being crippled by the guns of the land forces of the enemy except in the last extremity.

If the gunboats should pass [Island] No. 10 I will do the best I can to stop them. In that case I will of course run the risk of loss or capture to keep them back. Nearly all the guns at New Madrid were left behind (as you will have heard from the general commanding) when that place was evacuated. Though they were spiked, still my impression is that they could be rendered useful in twenty-four hours if not less time. Of this you will be a better judge than myself. I think if the gunboats do not or can not pass [Island] No. 10, I will fall back below the lowest point that the enemy can fortify below this place, should they attempt it, if we are unable to prevent it. Our gunboats can and have driven the enemy from the banks of the river, but as soon as they cease their fire they return and fire into the transports as they come up and down. This they did at Point Pleasant and may continue to do down some miles below this place, when they will be stopped by the nature of the country.

The *Manassas* has been ordered back to New Orleans, as you requested, though from some injury received from a "snag" I fear she will be detained some days in Memphis to repair.

I am not overburdened with ammunition in any of the gunboats, as you may suppose, and do not wish to throw it away without some return from the enemy for it. My crews are all short. I have been kindly furnished by General McCown with some from his command.

I merely state these to let you see the difficulties under which I am working. Any suggestions from you will meet with all attention, and my cooperation will be hearty and to the extent of my ability.

I am, very respectfully, your obedient servant,

G. N. HOLLINS,
Flag-Officer, Comdg. Naval Forces on the Mississippi.

General G. T. BEAUREGARD,
Commanding Confederate Armies on the Mississippi.

[Telegram.]

MADRID BEND, *March 16, 1862—9 p. m.*

(Received 17th.)

The mortar boats have been shelling us all day. They opened some guns. No person hurt. I have just returned from Tiptonville, and will endeavor to carry out your orders without friend or foe knowing it.

J. P. McCOWN,
Brigadier-General.

Major-General POLK.

[Telegram.]

HEADQUARTERS,

Madrid Bend, March 17, 1862—6 p. m.

Three gunboats lashed together dropped down to range of Battery No. 1. Opened heavy fire upon it—mortar boats [three] and other gunboats at long range. The battery has returned the fire splendidly. Lieutenant Clark and 2 men killed; 10 wounded. Captain Rucker, Colonel Steedman, General Trudeau have behaved gallantly, as well as all the men. Don't know what damage done them. Yet firing.

J. P. McCOWN,
Major-General, Commanding.

Colonel PICKETT.

General order of Major-General McCown, C. S. Army.

GENERAL ORDERS, }
No. 15.

HEADQUARTERS HEAVY ARTILLERY,
Madrid Bend, March 17, 1862.

The major-general commanding tenders his thanks to General Trudeau, Colonel Steedman, and Captain Rucker, and all the officers and men who to-day served in Battery No. 1. Our country will cherish the memory of the noble dead.

By command of Major-General J. P. McCown, commanding:

G. T. SMOOTE,
Assistant Adjutant-General.

Special order of Brigadier-General Trudeau, C. S. Army.

SPECIAL ORDERS, }
No. 69.

HEADQUARTERS HEAVY ARTILLERY,
Madrid Bend, March 19, 1862.

The brigadier-general commanding artillery returns his thanks to Colonel Steedman, First Alabama Regiment; Captain Rucker, officers and men of Battery No. 1; to Captain Barney Hughes, Lieutenant Lane, of the artillery staff; Lieutenant [W. H.] Noland, Lieutenant [R. H.] Howell, Lieutenant [Marshall A.] Caruthers, Sergeant McCann, Corporal Anderson, of the heavy artillery, and their detachments, for gallant and meritorious conduct before the enemy on the 17th and 18th instant.

JAS. TRUDEAU,
Brig. Gen., Commanding Artillery, First Div. West. Dept.

To be read to the companies.

General order of Brigadier-General Trudeau, C. S. Army.

GENERAL ORDERS, }
No. 16.HEADQUARTERS,
Madrid Bend, March 19, 1862.

The brigadier-general commanding the artillery returns his thanks to his command for their gallant services at this post and their heroic deportment before the enemy. The artillery has well deserved the praise of the country.

J. TRUDEAU,
Brigadier-General, Commanding Artillery, C. S. Army.
Per B. HUGHES,
Assistant Adjutant-General.

General order of Brigadier-General Trudeau, C. S. Army.

GENERAL ORDERS, }
No. 73.HEADQUARTERS HEAVY ARTILLERY,
Madrid Bend, March 19, 1862.

The general commanding the artillery returns his thanks to Lieutenant T. J. Finnie, Sergeant Nessler, Private Hotter, and detachment of Captain Robert Sterling's company, for their gallant and meritorious conduct before the enemy in defending Battery No. 1.

JAS. TRUDEAU,
Brig. Gen., Commanding Artillery, First Div. West. Dept.

[Telegram.]

HEADQUARTERS,
Madrid Bend, March 20, [1862]—5:15 p. m.

Firing not so brisk to-day. Has ceased. I am almost entirely satisfied the enemy has received infantry reinforcements from above. Our gunboats are of no service to us; they are 6 miles below Tiptonville, with the transports and wharf boats. The provisions for this garrison are with them, but there are some to be obtained in this bend. I would like to have some more ammunition for rifled cannon. No means of communicating with our gunboats by land or water. The enemy are moving down continually below Point Pleasant. I expect to hear of them at Gayoso next.

L. M. WALKER,
Brigadier-General, Commanding.

Colonel ED. PICKETT, Jr.

P. S.—I suppose these telegrams go through from you. I would like you to ascertain if possible if one of the enemy's gunboats sank below Hickman. It is so reported. She left here crippled by Rucker's battery. Said battery is much in water and river rising. The relief wade waist deep to get to it.

Yours, etc.,

WALKER.

[Telegram.]

HEADQUARTERS,

Madrid Bend, March 21, 1862—6 a. m.

No firing last night. Gunboats in same position this morning. I want the general to understand that, our gunboats having taken position down the river not accessible to me, this bend is entirely cut off, and that I will defend it until the general orders otherwise. The general will have to open the way. He must not expect any of the command to be saved.

L. M. WALKER,

Brigadier-General, Commanding.

Colonel ED. PICKETT, Jr.

Letter from John T. Trezevant to General Beauregard, C. S. Army, calling attention to the reported movements of the enemy.

MEMPHIS, [TENN.,] *March 21, 1862.*

I am conscious, my dear sir, that matters of greater moment hourly press upon you than anything about which I may trouble you, but your kind answer to my previous letter induces me to invoke your attention once more. This morning I telegraphed you that Lieutenant Fister, of one of the gunboats, had just arrived here, having been sent down by Commodore Hollins for ammunition for his fleet. He called at this office (ordnance) to confer with the ordnance officer, Colonel Hunt. He is now at Columbus, Miss., and I am acting for him. I had nothing here for Commodore Hollins, and in talking with Lieutenant Fister he told me that there was not ammunition enough in the whole fleet for a fight of three hours. He also says that the enemy now has a battery 8 or 10 miles below Tiptonville, and that communication with Tiptonville is effectually cut off by it. This isolates our army on Island [No.] 10 from all help, and as the river now overflows all the land below Tiptonville as far as Reelfoot Lake, there is no retreat for our forces on Island [No.] 10 in case they are attacked by overwhelming forces. Can they thus attack us? I fear from all the rumors current that they design throwing a large force on the Tennessee shore from New Madrid, landing as far above Tiptonville as they can so as to elude our gunboats, and then moving on our rear while their gunboats attack us in front. If our gunboats get out of ammunition, as they must in a few more fights or harmless bombardments, this crossing the river on rafts or launches can easily be effected, and our men and guns all lost.

* * * * *

Most respectfully,

JOHN T. TREZEVANT.

General BEAUREGARD.

P. S.—Colonel Hunt is absent. Many ordnance stores are here and many caissons, etc. On the 12th you ordered him to send them off as fast as possible. I can not get transportation for them unless you will give special orders to Mississippi and Tennessee Railroad to place a train at my disposal daily till I get all away. Shot and shell

and other things are being manufactured here, and they must be sent off too, but the same difficulty exists. Will you please give the order and let me know?

[Endorsement.]

Colonel Jordan will please see Major Hunt about the requisition for a train for ordnance stores contained in the P. S. to this rather long dissertation.

G. T. B.

[Telegram.]

HEADQUARTERS,
Madrid Bend, March 23, 1862.

GENERAL: Firing has almost ceased this evening. Federal troops are moving down the river [Mississippi] from New Madrid. Gunboats still go up to Tiptonville in the night. A good deal of sickness in the command. Steamers here are the *Grampus*, *Mohawk*, *Kanawha Valley*, and *Champion*; small boat *Red Rover* with floating battery; *Ohio Belle*, *Simonds*, *Yazoo*, *De Soto*, *Mears*, and *Admiral*. The small boats used as watch boats, etc.; the large ones as hospitals.

J. P. McCOWN,
Major-General.

General G. T. BEAUREGARD,
Jackson, Tenn.

[Telegram.]

HEADQUARTERS,
Madrid Bend, March 23, 1862—6 p. m.

GENERAL: My effort to ascertain the condition of the enemy above has resulted as follows, which I believe to great extent reliable, viz: Transports, 13; mortars, 12; gunboats, 7; tugs, 5; 12 additional gunboats looked for; 5,000 infantry on transports; 120 men on each gunboat; 7 empty coal barges. On the morning of the 22d instant 10,000 infantry landed at Hickman. One of their gunboats towed up beyond Hickman badly disabled. No danger I think on the side of Reelfoot Lake. The river [Mississippi] and water in lake have been rising for several days and still rising. Reported that the rivers above are rising.

No change in the conduct of their gunboats to-day. Shelling at intervals.

I. M. WALKER,
Brigadier-General.

General BEAUREGARD,
Commanding Army of the Mississippi.

[Telegram.]

HEADQUARTERS,
Madrid Bend, March 23, 1862.

GENERAL: I hope Van Dorn will act promptly. I am not desponding yet. I know my position. One gunboat has sunk on a bar just beyond range. They are either trying to raise her or removing the guns. Fire rafts can not be placed, as our batteries are under fire. When we reply it is slowly, waiting till they are where we want them.

Have sent to Pillow for 200 rifle shot.

J. P. McCOWN,
Major-General, Commanding.

General G. T. BEAUREGARD.

Report of Major-General McCown, C. S. Army, regarding his movements in vicinity of New Madrid, transmitting memorandum of batteries at Island No. 10.

HEADQUARTERS,
Madrid Bend, March 23, 1862.

COLONEL: I first came here on the 25th ultimo, returned to Columbus on the night of the 26th, and was back on the 27th. These dates are from memory. My papers are with the fleet below Tiptonville.

On the 1st of March the enemy appeared on Madrid plain and drove in our scouts. On the 2d March a skirmish occurred within 1 mile of New Madrid. New Madrid was evacuated on the night of the 14th instant. The gunboats appeared above us on the 15th and have been in range of us ever since.

The boats attacked Battery No. 1 on the 17th. We have been under their fire ever since.

I left Island [No.] 10 at 10 o'clock at night after the repulse of the gunboats on the 17th. I arrived at the fleet on my return from Fort Pillow on the evening of the 20th, landed below Riddle's Point on Tennessee shore, and made my way here on the 21st.

On my first arrival here five guns were mounted in Battery No. 1 and seven in Battery No. 5 on main shore. No guns were mounted on the island. When I left for Fort Pillow four guns were mounted on the main shore, protected by parapet of earth, and 19 guns on the island [No. 10], also protected [by] parapets of earth. Batteries No. 1 and 5 were alone finished (earthworks). A redoubt is being about finished to protect the batteries on main shore.

I send enclosed a report of Captain Gray, engineer. On my arrival at Island [No.] 10, Colonel Kennedy reported to me less than 300 negroes, and tools not sufficient to work them.

The redoubt was laid off and under construction when I left for Pillow. The batteries were nearly complete.

Respectfully submitted.

J. P. McCOWN,
Major-General, Commanding.

Colonel THOMAS JORDAN,
Assistant Adjutant-General.

[Enclosure.]

*Memorandum of batteries at Island No. 10, Madrid Bend, with guns mounted.*ENGINEER OFFICE,
Island [No.] 10, March 24, 1862.

ON THE MAINLAND.

Batteries.	Number of guns.	Caliber.
No. 1 (the Redan Battery)-----	3, naval carriages -----	3 8-inch columbiads.
No. 2-----	3, barbette -----	3 smoothbore 32s.
No. 3-----	4, high barbette carriages-----	3 rifle 32s, 1 smoothbore 32.
No. 4-----	3, high barbette carriages-----	3 rifle 32s.
No. 5-----	4, high barbette carriages-----	3 rifle 32s, 1 8-inch columbiad.
	7, barbette carriages (2 high, 5 medium).	1 rifle 32, 3 8-inch columbiads, 3 smoothbore 32s.
Total-----	24 guns.	

ON THE ISLAND.

Batteries.	Number of guns.	Caliber.
No. 1 (Belmont Battery)-----	6, medium barbette-----	2 8-inch, 4 smoothbore 32s.
No. 2-----	4, 3 barbette, 1 center-pintle-----	3 smoothbore 32s, 1 rifle 24.
No. 3-----	5-----	2 rifle 24s, 1 8-inch, 2 smoothbore 32s.
No. 4-----	2, siege carriages-----	2 8-inch howitzers.
No. 5-----	2, siege carriages-----	2 8-inch howitzers.
Total-----	19 guns.	

NOTE.—The Belmont heavy rifle 32, while being fired at the enemy on the 21st instant, burst at the third fire, injuring no one. An 8-inch columbiad was at once mounted in its place.

In the Redan Battery, No. 1, but three guns were used against the attack of the enemy's fleet and during the bombardment of Island No. 10. This battery, commanded by Captain Rucker, has six guns. The three smoothbore 32s were not fired, only the three 8-inch columbiads. The three latter guns in the redan and one other similar in Battery No. 5 have been mounted and ready for action for some two months past. The four 8-inch columbiads are guns that I brought down from the naval floating battery and mounted them immediately. Thirty-five guns have been mounted on platforms and in batteries since the 1st of March by the Engineer Corps, including the sappers and miners. The naval floating battery was placed by us in position on the north side of the island and now mounts nine guns, making in all fifty-two guns in position at the present time.

I am, very respectfully,

A. B. GRAY,
Captain, C. S. Army, Chief Engineer Island 10.

[March 23, 1862.—For communications from Generals Johnston and Beauregard to General Van Dorn see Army War Records series 1, Vol. X, part II.]

General order of Brigadier-General Trudeau, C. S. Army.

HEADQUARTERS HEAVY ARTILLERY,
Madrid Bend, March 24, 1862.

Captains of heavy artillery will send immediately a report to their headquarters of number of guns, calibers and bore, kind of carriages on which they are mounted, condition of guns and carriages; number of cartridges, and character in battery and magazines; number of rounds of shot, and kind to each gun in their batteries. Also a separate report of the number and caliber of guns that were in their batteries at Columbus. In compliance with an order from General Beauregard.

By order of General Trudeau :

B. HUGHES,
Assistant Adjutant-General.

Report of Lieutenant Averett, C. S. Navy, commanding C. S. floating battery New Orleans, regarding affairs in vicinity of Island No. 10.

FLOATING BATTERY NEW ORLEANS,
Island No. 10, March 25, 1862.

SIR: I am informed by Captain Huger that you desire to know my idea of affairs at this place.

This is the eleventh day of the bombardment. I think the entire results may be stated at 2 killed and 7 wounded on shore. I believe we are stronger here to-day than when the enemy first appeared. The enemy's gunboats and mortar boats have not been within the effective range of the battery. I have fired one shot at a transport as an experiment for the range of one of my rifle guns. She changed her berth soon afterwards. On the evening of the 17th two fieldpieces fired three shots at the battery from the opposite bank, but a few well-directed shots drove them off and I have good reason to believe that one of the field carriages was broken and 2 men killed. On the following evening two more pieces were discovered coming down toward the same point, but they were driven off by the battery before they fired a shot. The battery has fired altogether twenty-nine shots and shells. Some of these were fired to break up the enemy's signaling from the shore to their boats and to disperse squads of them who would occasionally show themselves together.

The officers and soldiers of Captain O'Hara's Pelican Guards and of Captain Stubbs' company of the First Alabama Regiment have conducted themselves in a manner to satisfy me that they are men of determined gallantry and will make a fight worthy of the cause they are serving. The latter company has been under the charge of Lieutenant Stone and recently under that of Lieutenant Crockett. Captain Cooper's company from the Forty-sixth Tennessee Regiment was serving with me up to the 17th, when they were ordered away. This leaves me short of crews for two guns. I have repeatedly tried to get men for them, and orders have been given for captains to report their companies to me, but there seems to be the greatest objections to serving on board the battery, and I have for the present given

up the hope of additional help from the army. Of the navy part of my command I can hardly speak too well. The officers and crew alike have evinced the best spirit and have done their duties well and faithfully. Mr. Gift remained with me six days after the acceptance of his resignation and by his vigilance and prompt execution of my orders, gave me much assistance. Acting Master Guthrie has been on leave till yesterday. Acting Master Erwin has unfortunately been sick during this interesting time. There have been no casualties on board the battery and the *Red Rover*. The battery has been struck by fragments of shells and severely jarred by their explosions under her and around her, but is unharmed. The *Red Rover* was cut through all her decks to her bottom by a piece of shell, which caused her to leak considerably, but not dangerously. She has not been our quarters since the enemy appeared, but is safely moored on the opposite side of the island. The quarters of the Pelican Guards were sunk alongside by a shell day before yesterday. They are now quartered on shore near the battery.

If you had not asked me my opinion of affairs generally at this point I should not be bold enough to offer it. I give it to you now as a matter of duty. There is every reason for us to expect a victory if the enemy attack this place with his gunboats. I do not believe it possible for him to run a part of his boats by in the night. Those that I have seen are slow and hard to turn, and it is probable that he would lose some of them if not all in the attempt. The post is alive and will give him hot work when he comes down. At this stage of the water this place is completely insulated, and unless a crossing is effected between the island and Tiptonville the land force of the enemy can not harm us if we do our duty.

At sunset to-day there were in sight three of the enemy's gunboats, and to-day and yesterday he has kept up a slow, irregular fire from two mortars. His position has remained about the same since the 16th. He is about $2\frac{1}{4}$ miles from the floating battery and a little less distant from the uppermost battery (Rucker's). One gunboat, the transports, and three mortar boats, which were with him during the first days of the bombardment, have not been in sight since the 23d.

I shall try to inform you of any changes that may take place here.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. AVERETT,

Lieutenant, Commanding.

Flag-Officer GEO. N. HOLLINS,

Commanding Naval Forces, Mississippi River.

[Telegram.]

MADRID BEND, *March 29, 1862—12 o'clock.*

It is said that the enemy are cutting a way from the foot of Island [No.] 8 to St. John's Bayou (said to be progressing rapidly) for their boats. Bombardment slowly continues. One of our gunboats came up to Tiptonville last night. Fired at seventeen times.

J. P. McCOWN,

Major-General, Commanding.

Colonel THOMAS JORDAN,

Corinth, Miss.

Memorandum of the condition of the defenses at Island No. 10 and Madrid Bend,
by Captain Gray, Engineer C. S. Army.

ENGINEER'S OFFICE, *March 29, 1862.*

On the mainland, or left bank of the river, which is the Tennessee shore, and ranging for 2 miles above the Island No. 10, are eight earthworks. Twenty-six cannon are now mounted in these works, as follows, viz:

Battery No. 1, called the Redan: This battery is the uppermost work, and constructed for reasons given in letter of September 18, 1861. It was located, after a rapid reconnoissance of a few hours, on August 15, the day on which the enemy's gunboats (two) passed down the river to New Madrid.

At daylight, August 19, the work was commenced, and on the morning of the 20th two guns placed in position, since when none of the enemy have succeeded in descending the Mississippi below it. It was laid off as a redan and subsequently connected with flanks and a cremaillère line. This was not expected to be occupied in extreme high water, but to produce certain effect for a certain period. It has answered this purpose and is not now in condition to be occupied, though it can be held as long as the other batteries last.

The long and unprecedented rise in the Mississippi has washed the parapet nearly away. The ground upon which the work was put up is firm and not a caving bank. The guns can not be used by the enemy and will not be materially injured. They can be easily guarded at night. Batteries Nos. 2 and 3 entirely command Battery No. 1. It has 6 guns mounted in it on strong platforms—3 columbiads (8-inch), and 3 smoothbore 32-pounders. One 32-pounder had one trunnion knocked off by the enemy's shot on March 20.

Batteries Nos. 2 and 3 are, respectively, 2,000 and 2,175 yards off. No. 2 has 3 rifled 32-pounders and 1 smoothbore 32-pounder. No. 3 has 3 rifled 32-pounders. There are earthworks thrown up above overflow and are in good condition. The banks are near and caving, but will last as long as expected at first. To place these batteries farther back from the water would lessen the command of the channel. If necessary other parapets can be thrown up in the rear and the same platforms used without losing the effect of but one gun for a short time.

Battery No. 4 has three rifled 32-pounders and one 8-inch columbiad. It is 425 yards from Battery No. 3; is in good condition, with some defect of caving bank, but in no danger of being inconvenienced in some time.

Battery No. 5 has seven guns. Three are 8-inch columbiads, three smoothbore 32-pounders, and one rifled 32-pounder. This battery was built some months ago, and is 500 yards lower down the river from No. 4. It is in good condition and has a second bank in front of it, and is the most elevated above the water of all our batteries. The bank is some 10 or 15 feet above the high-water mark. This work was put up last fall.

Between Batteries Nos. 4 and 5 is a parapet prepared for three guns, and another, 950 yards below No. 5, for three guns. No guns are mounted, and it is not thought necessary at present to place any there.

In the rear of and to the left of Battery No. 4 is a square redoubt, built 100 yards square. It has two 32-pounder smoothbore cannon on center-pintle carriages now mounted and in a couple of days will have two more up. These four guns cover the gorges of Batteries Nos. 2 to 5, inclusive.

The above constitute the eight earthworks on the mainland at Island No. 10, having twenty-six guns in position.

Batteries on the island: Belmont Battery, or No. 1, on the extreme upper end of the island, has six guns; two of them are 8-inch columbiads, four of them smoothbore 32-pounders. This battery contained the heavy 32-pounder rifled gun called "Belmont." At the third fire at the enemy on March — it burst into fragments, but without injury to anyone. One of the two columbiads now replaces it. This battery is in good condition.

Island Batteries Nos. 2 and 3 are, respectively, 100 and 375 yards from No. 1. Battery No. 2 has four guns—three smoothbore and one rifled 32-pounder. Battery No. 3 has five guns—two rifled 24-pounder Dahlgren guns, one 8-inch columbiad, and two smoothbore 32-pounders. These batteries are in good condition.

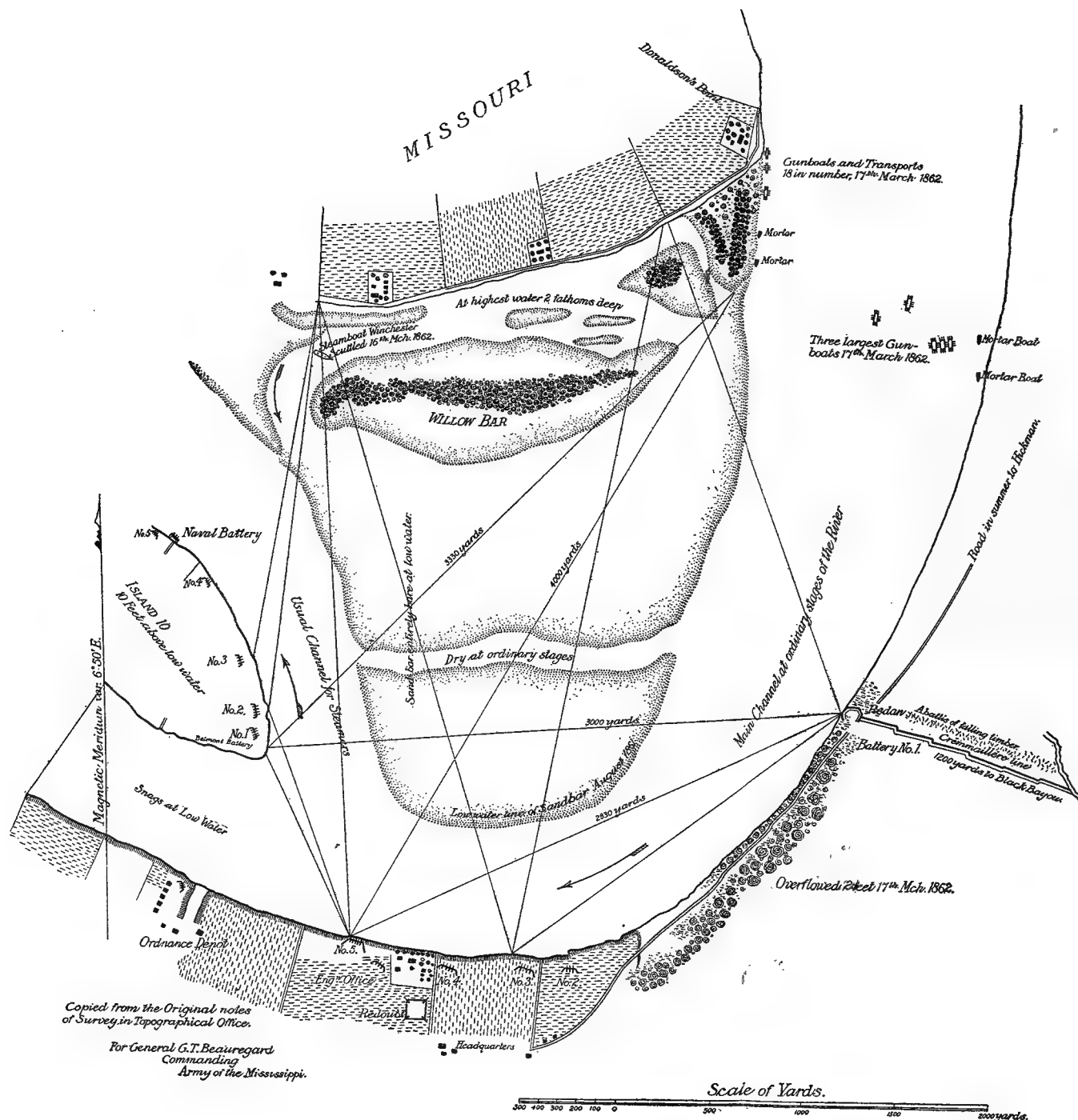
Batteries Nos. 4 and 5 are where the four 24-pounder siege guns and four 8-inch siege howitzers or mortars were placed. These cannon are to-day in position at Tiptonville and along the western side of Madrid Bend peninsula, for preventing the enemy's landing from the opposite or Missouri side of the Mississippi. No guns have replaced the siege cannon on the island, but the naval floating battery *New Orleans*, carrying eight 8-inch columbiads and one 32-pounder rifled gun, is located there, so as to command the north channel.

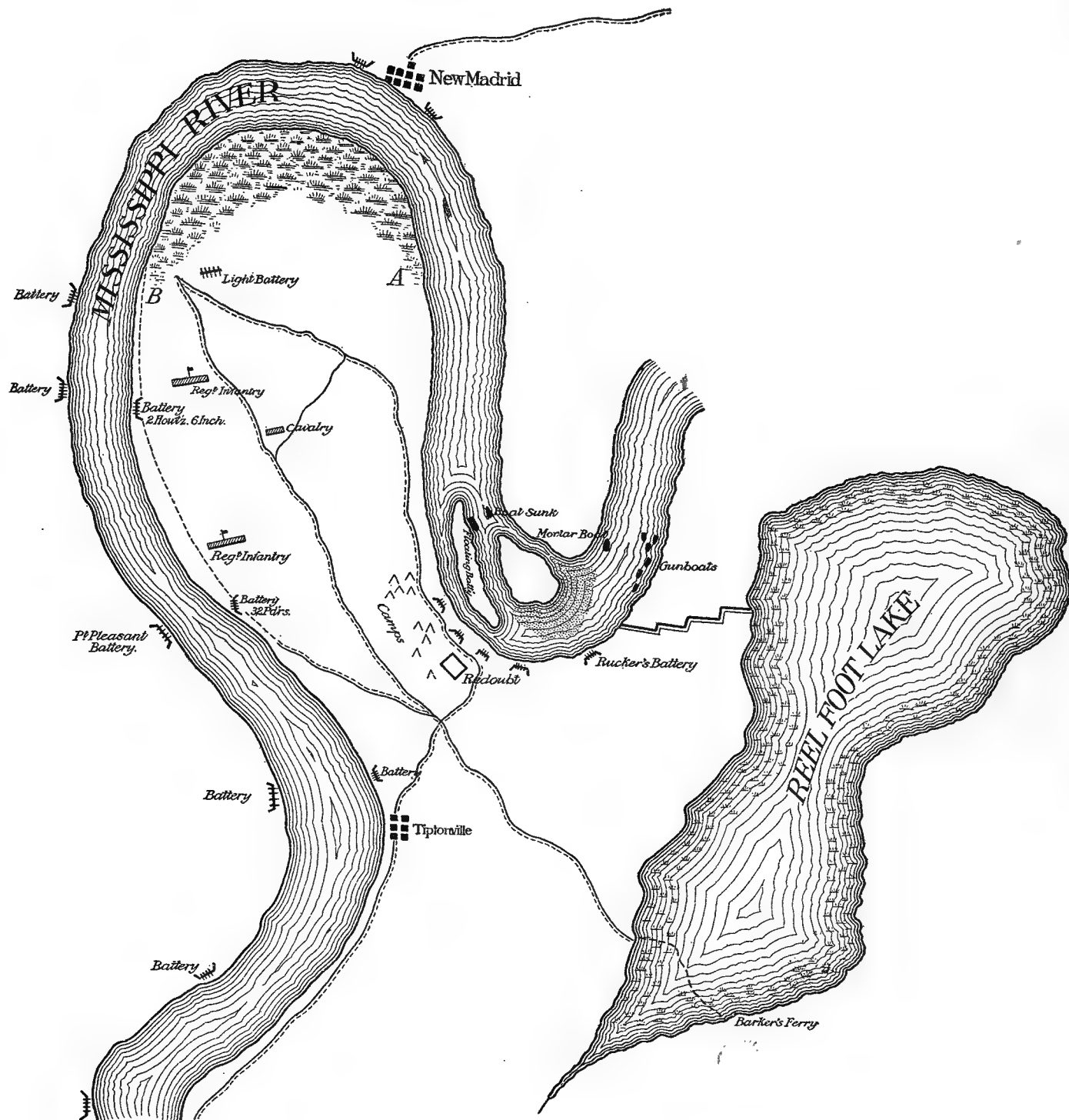
Several batteries are now ready—facing the batteries of the enemy below New Madrid—and two heavy guns (8-inch columbiads and 32-pounders) will be in position on each side of the peninsula to open upon the enemy as well as to prevent the passing up or down of any boat which may possibly force itself through the canal being cut into [St.] John's Bayou.

I have located the batteries as near the end of the peninsula as the overflow will admit of, say $1\frac{1}{2}$ miles from Fort Thompson, on the west side, and about the same distance from the mouth of [St.] John's Bayou, on the east side.

The canal being cut by the enemy is nearly opposite Island No. 8, below the mouth of the [St.] James Bayou, and is probably one mile long from the Mississippi into a small lake which connects with the [St.] John's Bayou. Tugs and flatboats, or barges, may possibly get through such a canal, provided the river remains up at its present high stage. It is now on a stand and may fall. A very rapid fall of the water through it might prevent the use of [St.] John's Bayou, and may prove fatal to our defenses by leaving our right flank unprotected.

It is not to be expected that the river can go down sufficient to enable the enemy to move with artillery through the bottoms in front and to the right of the cremaillère line of the Redan battery; but it does subside very rapidly at times, and the utmost attention and vigilance will be required to watch and repair our right-flank works and build new ones. As long as the water remains up we are secure in this direction, and our chief attention should be given to the present





DEFENSES OF NEW MADRID BEND.

left flank, which is below Island No. 10 and on the west side of the peninsula.

A proper distribution of three or four thousand men, with the guns and ammunition at hand, might enable Island No. 10 to hold itself as it now is against the overwhelming force threatening it; but it will require every resource of mind, and the physical as well as mental energies of every man now in this bend. Any misjudgment or mistakes made now, such as have been witnessed from the planking of the streets of Memphis to the sad errors of Columbus, in the last eight months, will cost the Confederacy an irreparable injury.

If a gunboat were placed a mile below Tiptonville she would effectually prevent any landing by the enemy if he should strike across from Point Pleasant or Riddle's Point. The only landing that could be made by the enemy to effect anything below Point Pleasant must be had in this distance of 4 miles.

Between Point Pleasant and Andy Riddle's (the lowest battery of the enemy) a gunboat can lay without molestation from the enemy's batteries, nor could they place a gun between Riddle's Point and their battery at Andy Riddle's. The same may be said of the section between the enemy's battery at Doctor Martin's and his battery at Point Pleasant. A gunboat could lay on our side entirely out of the reach of the enemy's guns, and, by keeping up a little steam nights only, could be ready to destroy any expedition attempted by the enemy across the river from [St.] John's Bayou, at New Madrid, to their lowest battery at Andy Riddle's and at the same time not be exposed to any injurious fire.

If it became absolutely necessary, at any time these two gunboats could pass the blockade in the night, as is proven they can do, though at some little risk. The well-drilled and disciplined crews of these boats, with their vigilance at night and shell guns ready at a moment's notice, would render our position at Island No. 10 (with a judicious distribution of our own troops and guns and watchfulness) secure, I feel satisfied.

The placing of two of those gunboats, now below Riley's, at the positions I have indicated, I believe to be of vital importance, however disagreeable it may be to their crews; but inconvenience and risks all of us must be subject to. Two full regiments could not be as effective as two gunboats on the west side of the peninsula. As now located, to be signalized to by the uncertain explosion of rockets, etc., and move up in the dark, must prove abortive, if the enemy have the slightest energy and strategy, which must be accorded to them.

A. B. GRAY.

Letter from Flag-Officer Hollins, C. S. Navy, to Major-General Polk, C. S. Army, responding to enquiry regarding the necessity of evacuating New Madrid.

FLAGSHIP McRAE, *March 30, 1862.*

GENERAL: Your letter of the 27th instant, asking for information as regards the necessity of evacuating New Madrid, has been received. It was my opinion, from the manner in which the enemy progressed in their work under the fire of the gunboats and Fort Thompson, that in twenty-four hours more Fort Thompson would be cut off from communication with the upper fort entirely, and that if a necessity

arose for abandoning the works later it would be impossible to take off the command at that point. I had been assured by all who appeared to know the character of the country that no heavy guns could be brought to New Madrid; but found that they opened with 24-pounders, and they had an 8-inch shell; one shell of that caliber was thrown into our works. I believed therefore that if the evacuation was to take place it should be done at once. Generals McCown and Stewart were both present at this consultation. General Stewart remarked that the artillerymen in the fort were worn out already, and the only chance of relieving them was by taking men from [Island] No. 10, and they would have to be sent there and the others taken away under fire of the enemy, which, to any vessel that had approached the fort during the day, had been more than dangerous.

The enemy was throwing up works on the lower part of the fort, as was proved by their opening fire the next morning from that side, enfilading the entire camp and position, and it would have rendered it impossible to send transports to the post at all. Their force was too strong for the small force we had at Madrid in the works erected there to hold out very long under any circumstances, particularly if regular approaches were made, which, to my mind, evidently was their intention. Our fire had not seemed to stop their progress, though our shot and shell appeared to do great execution, as we could see their ambulances going continually. Whenever their columns appeared on the open field we could disperse them and drive them back; but in their trenches I doubt if we were as successful; at least we did not appear to stop their works.

Under these circumstances I thought if our force was not strong enough to stop their work intrenching, we had better evacuate. It was my opinion, and so expressed to both generals; and that if it was to be done, the sooner it was done the better, and that it ought to be accomplished. What the facilities were for moving—I told General McCown that three of the gunboats would give such assistance as would be required. I ordered the *Livingston*, Commander Pinkney; the gunboat *Polk*, Lieutenant Commanding Carter; and the *Pontchartrain*, Lieutenant Commanding Dunnington, to that duty. The *Pontchartrain* was employed at the upper fort; the other two vessels at Fort Thompson.

I was not myself on shore during the embarkation of the troops nor the dismantling of the forts, but will refer you for all this information to the honorable Secretary of the Navy, to whom I enclosed the reports of their movements on that night. I would be unwilling to say what ought or could be done under the circumstances, not having been present; but I believe much more might have been saved if stricter discipline had been maintained among the troops; but from my own observation I doubt the possibility among volunteers raised and officered as many of our regiments are.

I remain, general, your obedient servant,

GEO. N. HOLLINS,
Flag-Officer.

Major-General LEONIDAS POLK,
Corinth, Tenn. [Miss.]

Order of Flag-Officer Hollins, U. S. Navy, to Lieutenant Averett, U. S. Navy, commanding C. S. floating battery New Orleans, regarding engineers.

FLAGSHIP MCRÆ, *March 30, 1862.*

SIR: By the first convenient opportunity you will cause all the engineers attached to your command, but one, to proceed to this place and report to me. You will also send down the doctor's steward, who was ordered by Commander Whittle to report for duty to Lieutenant Commanding Carter.

Respectfully, your obedient servant,

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant Commanding S. W. AVERETT,
Floating Battery New Orleans, Island No. 10, Tennessee.

[Telegram.]

TEN MILES BELOW TIPTONVILLE,
On Mississippi River, March 31, 1862.

I reached here at 10 a. m. to-day. The river rising. I am forced to await transportation of Commodore Hollins.

Please say to General Beauregard I have seen the gunboats. They are worthless for offense or defense. The guns are fine. Get them placed at Fort Pillow—the officers and crew of the boats to man them, if possible. Secure the guns at all events.

I would not give the price of the wood which the boats burn for their present service.

Respectfully, your obedient servant,

W. W. MACKALL,
Brigadier-General.

Colonel THOMAS JORDAN,
Adjutant-General.

Report of Major-General McCown, C. S. Army, giving chronicle of events.

HEADQUARTERS,
Madrid Bend, March 31, 1862.

COLONEL: At midnight on the night of February 25 I was directed by Major-General Polk to proceed to this point. * * *

The enemy appeared before New Madrid on the 1st instant, having the day previous driven in our scouts, capturing from M. Jeff. Thompson several of his small cannon.

* * * * *

March 4.—The enemy advanced with artillery and infantry, and were promptly repulsed by the fire from Commander Hollins' fleet of gunboats and our artillery.

March 5.—Picket skirmishing all day.

March 6.—The enemy planted a battery at Point Pleasant, and by a white flag induced Captain Dunnington (*Pontchartrain*) to go near the shore, when she was fired into by musketry, killing and wounding several. Picket skirmishing all day. * * *

March 13.—The enemy planted some batteries during the night, with rifle pits supporting the batteries. They opened fire upon our transports, hitting all that approached Fort Thompson. The enemy's guns were 24-pounders and one 8-inch gun. Commander Hollins, from his gunboats, and we, with our guns from the works, returned the fire, repulsing one heavy advance upon the fort at the mouth of the bayou.

By a careful examination of their works I became satisfied that they were making regular approaches to cut off communication with the lower fort (Fort Thompson). I was also convinced that our gunboats could not stand against their land batteries, and that unless the fleet dropped below Point Pleasant it would be cut off. Commander Hollins and General Stewart concurring in this opinion, I ordered the evacuation of New Madrid.

I directed General Stewart to take the immediate direction of the evacuation of Fort Thompson, placing at his disposal the steamer *Louisville*, a large wharf boat lying at the fort, and two gunboats; and to General L. M. Walker that of the work at the mouth of the bayou, placing at his disposal the steamer *De Soto* and one gunboat, and I ordered the steamers *Winchester* and *Ohio Belle* to report to General Walker. The captain of the *Winchester* did not obey the order.

* * * * *

The gunboat fleet and transports dropped down to Tiptonville, retaining only such as were necessary for water boats, transports, and hospitals. The bad weather and exposure had increased our sick to an alarming extent.

* * * * *

The principal object I had in holding New Madrid was to possess a landing for reinforcements to fight the enemy, should I receive them.

March 14.—Disposed my force so as to prevent a crossing of the enemy.

March 15.—The Federal fleet, gunboats, mortar floats, and transports appeared and opened fire upon us. Our batteries did not reply.

March 16.—The Federal fleet advanced in line of battle and remained at long range.

March 17.—This day the enemy lashed three of their ironclad boats together and dropped down within range of Battery No. 1, and opened fire upon it at 11 a. m. The remainder of the enemy's gunboats and their mortar floats were placed in position and joined in the conflict. Their fire was principally directed at Battery No. 1, under command of Captain Rucker. The enemy's transports were near by loaded with troops. Three guns of Captain Rucker's battery as would reach the enemy returned the fire. The conflict was terribly severe and long continued. The gallant Captain Rucker fired the last shot at 7 p. m.

I wish here to express my gratitude to Commander G. N. Hollins, flag-officer, commanding fleet, for his gallant and cordial cooperation.

Respectfully submitted.

J. P. McCOWN,
Major-General.

Colonel THOMAS JORDAN.

Report of Captain Rucker, C. S. Army, commanding Battery No. 1, giving a chronicle of events.

CAMP POLK, ISLAND NO. 10, MISSISSIPPI RIVER,
March 26, 1862.

GENERAL: In compliance with your order I submit the following report of the occurrences at Battery No. 1 (the redan fort) during the bombardment by the enemy since the 15th instant, while commanding said battery:

On the morning of Saturday, March 15, the Federal fleet appeared in sight, coming down the Seven-Mile Reach above the fort at 11 a. m. The enemy's advance, consisting of several gun and mortar boats, seemed to be examining for a position to commence an attack. Shortly after, several shot and shell were fired at the battery and at intervals during the day.

At 5 p. m. observing several tugs nearly in front of the battery reconnoitering a slough just above the sand bar, and with transports seeming to locate at this point two mortar boats, I opened fire upon them, throwing several shells, some falling short and others ranging beyond. The transports immediately moved away, when the gunboats and mortars replied to the fire.

At 9 p. m. Captain Cummins, of the Signal Corps, came up to my battery to establish a signal station. He reported to me that a large steamboat would be sunk in the slough during the night, which was done by Captain Gray, of the Engineers, at about 2 o'clock Sunday morning, thus effectually preventing the passage of the enemy through that channel.

Sunday morning, the 16th, I observed, as soon as it was light, that the enemy had in position four mortar boats, with which they kept up a slow but constant fire on my battery.

About 9 o'clock this morning, as a signal was being made to headquarters, a small tugboat, bearing a flag of truce, came down to the battery from the gunboats. The officer, a captain in the Federal Navy, without landing, inquired if we desired to communicate with the fleet, as he had observed a white flag. I answered him, "No." I would here state I had not noticed till then the signal flag to be a white one. At this moment General Trudeau came up and said to the officer it was a signal to headquarters, and that the flag should be changed to one of another color. I did not fire to-day, though the enemy kept up the bombardment from their gun and mortar boats at intervals during the twenty-four hours.

On Monday morning, the 17th, the enemy having placed two gunboats alongside their four mortar boats on the Missouri side, were observed to move closer to us and fix three large gunboats, apparently lashed together, very near the Tennessee shore, and about 1 mile off, evidently, if possible, to enfilade the battery. They moved down very slowly, keeping up an incessant fire from the rifled guns. I was prepared to open fire on them when a little nearer, but I received orders from General Trudeau, at headquarters, through Colonel Steedman, to return the enemy's fire immediately.

The contest now became general from five gunboats and four mortar boats. This was at 11 a. m., the 17th. Our batteries, from No. 1 to the island, inclusive, now engaged also in the defense. From their



greater distance they ceased to fire after a while, when the enemy turned their whole force on my little forts, pouring an incessant fire from the mortars and broadsides from rifled cannon of the heaviest caliber. This cannonading lasted until 7 o'clock in the evening, when the enemy hauled off, evidently having the appearance of being crippled.

During this engagement only three guns (8-inch columbiads) were used by me. They were mounted on iron carriages, constructed at New Orleans for the Navy, and were situated in the principal salient angles of the fort. Three others, smoothbore 32s, which I did not fire, make the complement of six guns in Battery No. 1.

At about 4 o'clock on the 17th I had the sad misfortune to lose my second lieutenant (William M. Clark) while nobly standing to his gun, which he had so skillfully served. Lieutenant Clark died immediately, and the country and our cause has sustained a loss in the death of so gallant an officer.

Seven of my men, including Sergeant Postlethwaite, were wounded, but, fortunately, not severely. The result of our shot with the columbiads could not be told with precision; but the coolness of the cannoneers and officers, the accuracy of aim, and excellence of the guns must have had a telling effect on the enemy. The effect of the enemy's fire on our little fort was very severe by the continuous discharge of broadsides from so many guns of heavy caliber. The enemy fired 42-pounder rifled cannon, 8 and 10 inch columbiads, with 13 and 15 inch shell from their mortars. The parapet, which was originally 24 feet thick, had been very much washed by the freshet in the river now existing, the water being within 1 inch of the top of the platform inside the fort. Many shot and shell fell immediately in the rear of our guns, while others passed through the parapet, plowing up the earth and destroying much of the work.

To the peculiarly well-located faces of the fort for preventing an enfilading fire from the most favorable position which the enemy's boats could take I attributed chiefly the loss of only one of my command. Had the fort been differently constructed at this point we must certainly have met with far greater casualties. The redan connects with the *cremaillère* line a part of a series of works planned by Captain Gray, of the Engineer Corps, for the defense of the valley—of the Mississippi Valley—at Island No. 10.

Through the night of the 17th the enemy kept up the bombardment from rifled guns and mortars. Since then they have not returned to the close position then occupied by them on that day, although they have kept up a continual fire with heavy shot and shell at a greater distance, fortunately doing but little damage to us.

First Lieutenant J. E. Saunders and Orderly Sergeant George J. Chapman, of my company, together with E. Jones and Samuel Jones, of the Signal Corps, were engaged with me the whole day in the defense of the redan, all of whom bore themselves with great coolness and gallantry. Signal-Officer Jones, having the staff in his signal flag shot away thrice during the engagement, seized the flag in his hand without looking round to listen to exclamations, and continued his important message to headquarters.

* * * * *

Notwithstanding the bombardment has been continued by the enemy each day and night since the 17th instant, but very little return fire has been made by us, from the fact of the long range at which they have chosen their position. But to the officers who have relieved me from day to day I respectfully refer for detailed reports.

To Colonel Steedman and all the above officers and men with me under fire of the enemy on the 17th instant, I desire to express my deep indebtedness for their services.

To the general commanding, to General Walker, and to General Trudeau, chief of artillery, who have sustained me in the defense of the redan, I desire to return my sincere thanks.

All of which is respectfully submitted.

EDMUND W. RUCKER,
Capt. of Artillery, C. S. Army, Comdg. Battery No. 1.

Major-General JOHN P. McCOWN,
Commanding.

[Telegram.]

CORINTH, *April 1, 1862.*

Bombardment of Madrid Bend and Island No. 10 commenced on 15th instant [ultimo]; continued constantly since, night and day. Enemy has fired several thousand 13-inch and rifle shells. On the 17th a grand attack with gunboats lasted nine hours. The result of bombardment to 28th instant is on our side: One man killed, none seriously wounded, and no damage to batteries. Enemy had one gunboat disabled and another reported sunk.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General.

Letter from the Secretary of the Navy to the Secretary of War, transmitting report of Flag-Officer Hollins, C. S. Navy, protesting against appropriation of guns by the Army.

NAVY DEPARTMENT, C. S. A.,
Richmond, [Va.,] April 1, 1862.

SIR: Enclosed herewith I hand you the report of Flag-Officer Hollins, complaining that his guns were taken from him, and taken without notice or explanation by officers of the Army. These guns were sent for a gunboat at Memphis which was not ready to receive them, but are required by other vessels at New Orleans, and if I am correctly advised should be sent there at once, and I request that orders be given to this effect.

The *Louisiana*, I learn, is ready for her guns; but even if she should not be, the officers must have some time to practice their men at them.

Captain Hollins feels indignant at the apparent disrespect thus exhibited toward him; and it is evident that seizures thus made, while they can do but little good, have a tendency to excite dissension between the Army and Navy. There were two 9,000-pound

rifled guns, two 6,500-pound banded rifled guns, and four 32-pounders of 57 hundredweight, with their carriages, equipments, and projectiles complete.

I am, respectfully, your obedient servant,
S. R. MALLORY,
Secretary of the Navy.

HON. GEORGE W. RANDOLPH,
Secretary of War.

[Enclosure.]

FLAGSHIP McRAE, *March 21, 1862.*

SIR: I have the honor to report that the eight guns sent by Mr. Moore to me at Memphis for gunboats have been seized by the Army. I sent Acting Master F. W. Hollins to that place with a steamer for the purpose of taking them to New Orleans, where they were really wanted. He had the guns on board of the steamer when she was taken possession of by a Captain Adams, of the Army, saying he was ordered to seize them by order of Generals Beauregard and Lovell; that the latter wanted them for the Montgomery boats. I would especially call the attention of the Department to this fact. I should have supposed the various evacuations of the Army had furnished Navy guns enough to the enemy, without taking those sent direct to my command for, perhaps, the same purpose. The telegraph being in their hands, Master Hollins was refused for some time the use of it to send me a telegram of what was going on. Upon the receipt I dispatched the *Ivy*, Lieutenant Commanding Bradford, to take them forward to New Orleans; also a dispatch to you to know if I was to give them up upon the order of this or that army officer, and I would request as a favor that the Department will let me know what my position is here; for, as it stands now, I have the mortification of seeing my orders countermanded by inferiors and my officers threatened with imprisonment for attempting to carry them out. Ammunition, of which I am seriously in want, has been stopped on the railroad between Memphis and New Orleans. I have not an hour's ammunition, and have had a boat waiting in Memphis several days for it, but can hear nothing of her and suppose she has been also stopped by the Army.

If I am to be subject to the orders of any and every officer of the Army, whatever his grade, who may temporarily be in command of any little post, my usefulness here will be of little avail in serving my country. All I ask is to be able to do so effectually. I shall occupy any position his Excellency the President may assign me for that purpose, trusting that he will not in so doing degrade me in my official position among my brother officers of the Navy, which I do think will be the case if this flagrant violation of military etiquette in taking possession of guns subject to my orders without informing me personally of its having been done, is considered right or proper. Every day we see officers of junior grades, both of the old Army and the volunteers, promoted, and brigadier-generals made of men who are juniors in rank and service to the lieutenants commanding in my squadron. The succoring and keeping of our army as long as they did remain at New Madrid was due to the small force under my command, and without these gunboats they would never have left that

place, and this is not only my opinion, but that of the two generals commanding that army, and yet no word of encouragement is given to officers or crews. I will do General McCown the justice to say that in all official intercourse with him I have yet to find an instance in which he has not treated me with courtesy and attention and paid the respect due my position here.

* * * * * *

I have the honor to be, very respectfully, your obedient servant,
GEO. N. HOLLINS,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Endorsement.]

Inform Secretary of Navy that one of the first official acts of Secretary of War was to telegraph an order to the officers in command at Memphis to restore the guns. He condemns the seizure of navy guns and will correct it whenever it is brought to his knowledge.

G. W. R.

List of Confederate boats left at Island No. 10, above New Madrid, [Mo.,] and either destroyed or captured by the Federals, April 7, 1862.

De Soto, first-class steamboat, side-wheel; *Yazoo*, first-class steamboat, side-wheel; *Red Rover*, first-class steamboat (old), side-wheel; *Simonds*; *Ohio Belle*, second-class steamboat, side-wheel; *Admiral*, *Mars*, *Grampus*, stern-wheel; *Mohawk*, stern-wheel; *Winchester*.

Report of Lieutenant-Colonel Blake, C. S. Army, acting inspector general.

CORINTH, MISS., *April 10, 1862.*

GENERAL: Agreeably to your orders, I left Corinth on March 24 and Memphis on the following day, by steamboat for Island No. 10. In company with Major Meriwether and others, we were landed about 7 miles below Tiptonville, on the Tennessee shore of the Mississippi River. There were four gunboats lying at the same point, under the command of Commodore Hollins. On presenting myself to that officer and informing him of my mission, he courteously offered our party the use of a gunboat, which, under cover of the night, safely passed the enemy's battery at Riddle's Point, and was landed safely at Tiptonville before dawn.

Early in the morning I commenced an examination of the defenses in Madrid Bend and on Island No. 10. Rucker's battery (No. 1), about two miles above the settlements, composed of rifled 32-pounders, defends the right flank of the position; but, owing to the high water, it can not be now manned, and is only accessible in boats. A guard, however, is always kept there to deceive the enemy as to utility. Two miles lower down are four fine batteries of 32 rifled 6-inch and 8-inch guns and howitzers. These, with a few isolated heavy guns, three batteries on Island No. 10, together with the floating battery there, constitute the defenses against the gunboats of the enemy; which

would seem quite adequate for this purpose should he attempt to reduce the batteries before passing them. But it is not impossible that the frequent success which has attended our gunboats in their passage across his batteries may suggest to the enemy the propriety of a similar essay in front of our batteries in the obscurity of some stormy night.

Unless he can do this, the high water must prove a successful barrier against the enemy's efforts to obtain a foothold in the bend. On the east, Reelfoot Lake is impassable to either flats or rafts. Between the batteries and the point marked "A" on the annexed map it is impossible for him to cross with steam power. Between "A" and "B," the country is submerged, and does not admit of a landing. Between "B" and Tiptonville, flats may be landed; but a few batteries judiciously planted on the shore could effectually prevent a disembarkation. An ironclad gunboat running between these points could answer the same purpose. The country below Tiptonville is under water, and no landing can be made there. It seems to be certain, then, that unless the enemy can put boats below the Madrid batteries, the forces at Island No. 10 and Madrid Bend are secure against assault until the water falls at least 5 feet, and even then a few guns could prevent a landing.

The garrison was supplied with ammunition, although I regret to say the most of it was very much exposed, being kept in tents on the island, which was daily bombarded from the enemy's mortar boats above. The commanding officer had promised to have it magazined as soon as possible.

There were at the post about 2,000 effective men and about 1,557 on the sick report. These last were scattered over the bend and in private houses. The sickness was abating; the principal disease, bowel complaint and fever, resulting from exposure.

There was at the post flour enough to last twenty-one days, bacon enough for thirty days, 18 sacks of coffee (165 pounds each), 100 bushels of rye, and about three months' supply of the small rations. In the bend could have been obtained about 50,000 pounds of bacon and about 250,000 bushels of corn. A grist-mill was employed, and furnished about 70 bushels of meal per day. Some of the commissary stores were without shelter.

My examination of the lake satisfied me that it was impossible to get a steamboat into it, and that it afforded no means of reinforcing or retiring an army.

I regret, general, that my report is so incomplete; but necessarily so, all my notes and papers connected with my inspection having been stolen. All the statements in reference to the evacuation of New Madrid were lost with the others; but I derived from them the impression that our disastrous losses during that unfortunate night were owing principally to the want of proper system and the want of discipline among the troops.

I am, general, respectfully, yours,

E. D. BLAKE,

Lieut. Col., Acting Inspector-General, C. S. Army.

Major-General LEONIDAS POLK,

Comdg. First Corps, Army of the Mississippi.

[Telegram.]

CAIRO, ILL., April 1, 1862.

It is absolutely necessary that two more navy lieutenants be assigned to the flotilla here at once.

A. H. FOOTE,
Flag-Officer, Commanding Flotilla.

Hon. G. WELLES,
Secretary of the Navy.

Order of Flag-Officer Foote, U. S. Navy, to Lieutenant Prichett, U. S. Navy, to assume command of U. S. receiving ship Maria Denning.

U. S. FLAG-STEAMER BENTON,
Off Island No. 10, April 1, 1862.

SIR: You will report to Commander Pennock as lieutenant commanding the U. S. receiving vessel *Maria Denning*.

You will cause a regular watch to be kept night and day, and good discipline observed. You will live on board and give your whole attention to your command.

Respectfully, etc.,

A. H. FOOTE,
Flag-Officer, Comdg. Naval Forces, Western Waters.

Lieutenant Commanding JAMES M. PRICHETT,
Commanding U. S. Receiving Vessel Maria Denning.

[Endorsement.]

Reported April 1, 1862.

A. M. PENNOCK,
Commander and Fleet Captain.

Unofficial letter from Lieutenant Wise, U. S. Navy, to Flag-Officer Foote, U. S. Navy, regarding the forwarding of cannon and ammunition.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, April 1, 1862.

MY DEAR FOOTE: I enclose you a note which came to Fox.

We have sent you out as fast as steam can carry them 40 rifled cannon, 50 and 30 pounders, with about 15,000 projectiles, and you need have no apprehensions that any of this lot will burst; fire as long as you choose.

The grand Army of the Potomac is fairly in motion, and with one of its flanks protected by screw sloops and gunboats they will, I feel confident, reach Richmond, though the butcher's bill will perhaps be large; but, as the Duke of Malakoff said at the storming of Sebastopol, "To make an omelet one must crack the eggs."

By the way, I have sent you a lot of 9-inch and 10-inch shrapnel, the first holding about 900 iron bullets and the latter 1,200, all put up ready for use, with ten-second Bormann fuzes. The work these

missiles is calculated to perform borders on the infernal, and even dropped in the enceinte of a casemated fort, the effect of the scatteration of so much *mitraille* will be extremely "sarching" to the inmates.

Poor Worden is still on his back, though we think he has turned away from that dark lane which leads to eternity, and should he not have a relapse will weather the gale. The surgeons have hopes that he will recover his sight, but I fear dimly through life.

We are watching your doings with great interest, and the President cheers every step you take.

So good-bye once more.

From yours, faithfully,

H. A. WISE,
U. S. Navy.

Letter from Quartermaster Wise, U. S. Army, to Flag-Officer Foote, U. S. Navy, regarding general matters.

CAIRO, April 2, 1862.

MY DEAR FLAG-OFFICER: My brother writes me that on the 27th March he sent by express to my care a sword and belt for you. This is all I know of the matter, and when I receive it will forward to you.

We had a very severe gale last night which did some slight damage to our wharf boat; blew the steamer *Sallie Wood* over to the other shore, and in the trouble the captain broke his leg; also some of the transport steamers lost smokestacks, parted lines, etc. The rain came throught the roof over me so fast that I had to raise an umbrella. We are all right again this morning and the atmosphere of Cairo sensibly purified by the blow.

I send some tents for Captain Phelps, delivered your orders respecting Hentig, and will settle with your steward and send you down the curtain rings.

Captain Pennock thinks he has a steward for you.

I hope to visit the squadron again soon, but must first fill my pockets with money to pay off men and officers, when I shall be sure of a welcome.

Mr. Henriques has left.

Respectfully and truly, yours,

GEO. D. WISE.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, Western Waters.

[Telegram.]

U. S. FLAGSHIP BENTON,
Near Island No. 10, April 2, 1862.
(Received 9 a. m., 3d.)

On examination it is found that on account of the vessel not being in as good condition as was supposed, and a ram being necessary, the cost of completing the *Eastport* for that purpose will be about \$56,000.

As I am authorized by General Halleck to make any arrangements I may deem advisable for the construction of rams, and as the *Eastport* is designed to be used partly as a ram, I shall, under that authority, proceed to finish her unless otherwise directed by you or by the President.

Considering the strength of the naval force the rebels have ready and in preparation, and also the service required of this flotilla, I consider that it is essential to have the *Eastport* ready in the shortest possible time.

A. H. FOOTE,
Flag-Officer.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

[Letter of same date and like tenor to Brigadier-General Meigs.]

[Telegram.]

WASHINGTON CITY, *April 3, 1862—11:10 a. m.*

Your telegram dated yesterday received, and the President directs me to say that he approves of your action with reference to the *Eastport*, and believes that whatever you do will be right.

H. A. WISE,
Assistant Inspector Ordnance.

Flag-Officer FOOTE,
Cairo.

[Telegram.]

WASHINGTON, *April 3, 1862.*

You are authorized to purchase the steamer *Nebraska* for \$12,000 and proceed immediately to convert her into a gunboat, as proposed in your letter of the 28th day of March.

By order of Secretary of War:

P. H. WATSON,
Assistant Secretary of War.

W. D. PORTER,
Commander, U. S. Navy.

[Telegram.]

Immediate.]

WASHINGTON CITY,
April 3, 1862—1:30.

I go to New York to-night and shall send you truck carriages for the Parrott rifles as soon as it is in the power of man and steam to do it.

H. A. WISE,
Assistant Inspector Ordnance.

Flag-Officer FOOTE, U. S. Navy,
Cairo.

*Naval operations at the battle of Shiloh (Pittsburg Landing), Tenn.,
April 6-7, 1862.*

Extract from report of Flag-Officer Foote, U. S. Navy, transmitting reports of commanding officers.

U. S. FLAG-STEAMER BENTON,
Island No. 10, April 11, 1862.

SIR:

* * * * *

I also enclose reports from Lieutenants Commanding Gwin and Shirk, of the gunboats *Tyler* and *Lexington*, in the Tennessee, giving a graphic account of that great battle and the assistance rendered our army by those boats near Pittsburg, stating, that when the left wing of our army was being driven into the river, at short range they opened fire upon them, silencing the enemy, and, as I hear from many army officers on the field, totally demoralizing his forces and driving them from their position in a perfect rout in the space of ten minutes.

These officers and men, as well as those of Commander Walke and the officers and men of the *Carondelet* and *Pittsburg*, behaved with a degree of gallantry highly creditable to them and the Navy.

I proceed to-day with the entire flotilla to New Madrid and hope to leave to-morrow for Fort Pillow, or the next point down the river which may attempt to resist the raising of the blockade.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. *Tyler*.

U. S. GUNBOAT TYLER,
Pittsburg, Tenn., April 8, 1862.

SIR: I have the honor to inform you that the enemy attacked our lines on our left the morning of the 6th instant at 6:30 and by his overwhelming numbers forced our men to fall back in some confusion. At 9:25, finding that the rebels were still driving our left wing back, I steamed up to a point 1 mile above Pittsburg, taking a good position to support our troops should they be forced down to the banks of the river. At 10:15 the *Lexington*, Lieutenant Commanding Shirk, joined me, having come up from Crump's Landing. After a short time she returned for the purpose of supporting the command of General Wallace, which occupied that point. Not having received any instructions from the commanding general in regard to the service to be rendered by the gunboats, I awaited them patiently, although for an hour or more shot and shell were falling all around us. Feeling that could some system of communication be established the *Tyler* could be of great advantage to our left wing, at 1:25 p. m. I sent an officer, requesting that I might be allowed to open on the woods in the direction of the batteries and advancing

forces of the rebels. General Hurlbut, who commanded on our left, sent me word to do so, giving me directions how to fire, that I might do it with no damage to our troops, and expressing himself grateful for this offer of support, saying that without reinforcements he would not be able to maintain the position he then occupied for an hour. Therefore, at 2:50, I opened fire in the line directed with good effect, silencing their batteries on our left. At 3:50 ceased firing and dropped down opposite the landing at Pittsburg; sent Mr. Peters, gunner, on shore to communicate with General Grant for further instructions. His response was to use my own judgment in the matter. At 4. p. m. the *Lexington*, Lieutenant Commanding Shirk, having arrived from Crump's Landing, the *Tyler*, in company with the *Lexington*, took position three-fourths of a mile above Pittsburg and opened heavy fire in direction of the rebel batteries on their right, the missiles of which were falling all around us. We silenced them in thirty minutes. At 5:35, the rebels having succeeded in gaining a position on the left of our line, an eighth of a mile above the landing at Pittsburg and a half a mile from the river, both vessels opened a heavy and well-directed fire on them, and in a short time, in conjunction with our artillery on shore, succeeded in silencing their artillery, driving them back in confusion.

At 6 p. m. the *Tyler* opened deliberate fire in the direction of the rebel right wing, throwing 5-second and 10-second shell. At 6:25 ceased firing.

At 9 p. m. the *Tyler* again opened fire by direction of General Nelson (who greatly distinguished himself in yesterday's engagement), throwing 5-second, 10-second, and 15-second shell, and an occasional shrapnel from the howitzer, at intervals of ten minutes in direction of the rebel right wing until 1 a. m., when the *Lexington* relieved us and continued the fire at intervals of fifteen minutes until 5 a. m., when our land forces having attacked the enemy, forcing them gradually back, it made it dangerous for the gunboats to fire. At 7 I received a communication from General Grant (enclosed is a copy) which prevented the gunboats from taking an active part throughout the rest of the day. Lieutenant Commanding Shirk deserves the greatest praise for the efficient manner in which the battery of the *Lexington* was served.

At 5:35 p. m. the enemy were forced to retreat in haste, having contested every inch of the ground with great stubbornness during the entire day.

The officers and men of this vessel displayed their usual gallantry and enthusiasm during the entire day and night.

Your old wooden boats, I feel confident, rendered invaluable service on the 6th instant to the land forces.

Gunner Herman Peters deserves great credit for the prompt and courageous manner in which he traversed our lines, conveying communications from this vessel to the commanding generals.

The rebels had a force of 100,000 men, A. S. Johnston (killed, body found on the field), Beauregard, Hardee, Bragg, and Polk, being their commanding generals. Governor George W. Johnson, provisional governor of Kentucky, is a prisoner in our hands, mortally wounded. Loss severe on both sides; ours, probably 10,000. The rebels suffered a much greater one. I think this has been a crushing blow to the rebellion.

I am happy to state no casualties occurred on either of the gunboats.

The *Tyler* expended 188 shell, 4 solid shot, 2 stand of grape, and 6 shrapnel. Enclosed I send you Lieutenant Commanding Shirk's report.

Very respectfully, your obedient servant,

WM. GWIN,

Lieut., Comdg. Division of Gunboats, Tennessee River.

Flag-Officer A. H. FOOTE,

Comdg. Naval Forces, Western Waters.

Report of Lieutenant Shirk, U. S. Navy, commanding U. S. S. *Lexington*.

U. S. GUNBOAT *LEXINGTON*,

Pittsburg, Tenn., April 8, 1862.

SIR: On the morning of the 6th instant, while lying at Crump's Landing, I heard severe cannonading in the direction of Pittsburg. I got underway and stood up the river to communicate with Lieutenant Commanding Gwin, of the *Tyler*.

Upon my reaching this place I found that an attack had been made upon our army by the rebels in force. I returned to Crump's, to support the division under command of General Lew. Wallace, when I found that his division had proceeded to join the main force back of Pittsburg Landing.

I then steamed back to this place, and no instructions reaching the gunboats from the commanding general on shore, we were forced to remain inactive hearers of the desperate fight until the left wing of our forces, having been forced back and completely turned, and the rebels getting so near the river that the missiles from their batteries fell thick and fast over and around us, enabled us to use our great guns with such effect that the fire of the enemy was silenced in thirty minutes.

This was between 4:10 and 4:40 [p.] m. Again, at 5:35 [p.] m. the enemy having gained a position on the left of our lines, within an eighth of a mile of the landing and of the transports, we again, with the *Tyler*, opened fire upon them, silencing the enemy, and, as I hear from many army officers on the field, totally demoralizing his forces and driving them from their position in a perfect rout in the space of ten minutes.

The firing on the part of the land forces then ceased. At 8 o'clock I went down to Crump's Landing, and finding that everything was quiet there, returned to this place.

At 1 a. m. on the 7th I relieved the *Tyler*, Lieutenant Commanding Gwin, in a position immediately above the landing, and fired, until daylight, a shell every fifteen minutes into the enemy's camp.

Yesterday, at daylight, the fight recommenced between the two parties on shore and continued until 5 p. m., when the enemy left in a hurried retreat.

The gunboats occupying a position on the left of our lines not being allowed to fire, I spent the morning and part of the afternoon in acts of mercy, picking up the wounded who had found their way to the river and conveying them to the hospital boats.

I must say that the gallantry and good conduct of the officers and men whom I have the honor to command, displayed upon this occasion, as often before, are beyond all praise.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant, Commanding.

Flag-Officer A. H. FOOTE, U. S. Navy,
Comdg. U. S. Naval Forces, Western Waters, Cairo, Ill.

Letter from the Secretary of the Navy to Flag-Officer Foote, U. S. Navy, expressing the thanks of the Department.

NAVY DEPARTMENT, *April 19, 1862.*

SIR: Yours of the 11th instant, enclosing reports from Lieutenants Commanding Gwin and Shirk, of the steamers *Tyler* and *Lewington*, on the Tennessee River, giving a graphic account of the battle at Pittsburg Landing on the 6th and 7th instant, and the signal assistance rendered to the army and the country by the gunboats under their command, has been received and read with interest. This is another evidence of the gallant and invaluable service rendered by the Navy on the Western waters. Although the force was small and auxiliary to the army, the successful efforts of the gunboats in checking the enemy and repelling their advance are felt and acknowledged by the country.

You will communicate the thanks of the Department to the officers and men of your command who participated in the battle of Pittsburg Landing.

I am, respectfully, your obedient servant,

G. WELLES.

Flag-Officer A. H. FOOTE,
Cairo, Ill.

Report of Major-General Grant, U. S. Army, commanding District of West Tennessee.

HEADQUARTERS DISTRICT OF WEST TENNESSEE,
Pittsburg, April 9, 1862.

CAPTAIN: It becomes my duty again to report another battle fought between two great armies, one contending for the maintenance of the best government ever devised, the other for its destruction. It is pleasant to record the success of the army contending for the former principle.

On Sunday morning our pickets were attacked and driven in by the enemy. Immediately the five divisions stationed at this place were drawn up in line of battle, ready to meet them. The battle soon waxed warm on the left and center, varying at times to all parts of the line. The most continuous firing of musketry and artillery ever heard on this continent was kept up until nightfall, the enemy having forced the entire line to fall back nearly halfway from their camps to the [Pittsburg] Landing.

At a late hour in the afternoon a desperate effort was made by the enemy to turn our left and get possession of the Landing, transports, etc. This point was guarded by the gunboats *Tyler* and *Lexington*, Captains Gwin and Shirk, U. S. Navy, commanding, four 20-pounder Parrott guns and a battery of rifled guns. As there is a deep and impassable ravine for artillery or cavalry, and very difficult for infantry, at this point, no troops were stationed here, except the necessary artillerists and small infantry force for their support. Just at this moment the advance of Major-General Buell's column (a part of the division under General Nelson) arrived, the two generals named both being present. An advance was immediately made upon the point of attack and the enemy soon driven back. In this repulse much is due to the presence of the gunboats *Tyler* and *Lexington* and their able commanders, Captains Gwin and Shirk.

* * * * *

A flag of truce was sent in to-day from General Beauregard. I enclose herewith a copy of the correspondence.

I am, very respectfully, your obedient servant,

U. S. GRANT,

Major-General, Commanding.

Captain N. H. McLEAN,

A. A. G., Department of the Mississippi, St. Louis, Mo.

Letter from Leonard Swett, esq., to the President, giving special credit to the Navy.

EXECUTIVE MANSION,
Washington, July 30, 1862.

DEAR SIR: I went to Pittsburg Landing immediately after the battle there and spent three days riding over the field. From all I could learn I believe the gunboats *Lexington* and *Tyler*, commanded by Lieutenants Gwin and Shirk, saved our army from defeat. At least it is within bounds to say they rendered us invaluable services.

It seems to me very clear that these gentlemen ought to be promoted for their gallant bearing in this action.

Yours, truly,

LEONARD SWETT.

His Excellency President LINCOLN.

Letter from Major-General Halleck, U. S. Army, to Commander Porter, U. S. Navy, regarding the fitting out of two vessels at St. Louis.

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, Mo., April 7, 1862.

CAPTAIN: Flag-Officer Foote, commanding flotilla in the Western waters, has designated you to take charge of fitting out two gunboats to be purchased at this place. It is proposed that they be so altered as to serve the double purpose of gunboats and rams.

The Quartermaster's Department will purchase the boats under your direction, and supply all the necessary means for fitting them

out. It is expected that the work will be pushed forward with all possible dispatch.

Very respectfully, your obedient servant,

H. W. HALLECK,
Major-General.

Captain W. D. PORTER, U. S. Navy,
St. Louis, Mo.

Report of Fourth Master Kellogg, regarding the Confederate fortifications on the Mississippi River.

ON BOARD STEAMER TIGRESS,
Tennessee River, April 8, 1862.

SIR: I have the honor of reporting upon the fortifications on the Mississippi River upon this my first opportunity, as follows:

The Southern batteries in the bend at Island 10, as well as upon the island, comprised, on the 17th March last, 37 guns, mounted and in position; two new batteries, marked on the map as "E" and "D," were incomplete at that time (since finished), and now mount six or eight guns on barbette carriages, mostly, if not all, 32s. Most of the rebel batteries are composed of barbette guns; the battery marked "D" is built with sand-bag traverses. A breastwork starting from the battery marked "A," extends in the direction of Reelfoot Lake, several hundred yards; from the battery "A" to point of Island 10 is 3,220 yards; from battery marked "F" to point of towhead on opposite side, high-water mark, is 4,000 yards; from point of island to point of towhead, 3,330 yards. From battery "A" to battery "F" by land is something over a mile and a half.

These distances I take from a map made for the rebel commanding officer at No. 10 (then General McCown), now General Mackall, which I was enabled to see, being at work with the rebel topographical engineers, and chaining many of the distances and base lines for triangulations, as well as the meandering of the lower end of Reelfoot Lake, personally. At No. 10 (March 17) were stationed about 4,000 troops, including artillerists, and the Twelfth Arkansas at Point Pleasant. There is also a small barbette battery at Tiptonville, probably from 4 to 6 guns. At Tiptonville also were (March 17) the rebel gunboats *General Polk*, four guns (rifled Parrotts); the *Pontchartrain*, seven guns (one 9-inch Dahlgren); the *Livingston*, six guns; the *McRae*, six or seven guns; the *Ivy*, three guns. I am not sure, but think there was one other.

The floating battery, Captain Guthrie commanding, lies off Island 10, mounts 10 guns (one 9-inch, two or three rifled Parrotts, 52-pound caliber). The floating battery can also be sunk to water's edge at pleasure; her engine was too weak to enable her to maintain any position in the current. The scout boat *Grampus* mounts two or three fieldpieces (brass). There is also on the island some iron fieldpieces (about six), 32s and 24-pounders.

Reelfoot Lake is distant from Battery "A" nearly 2 miles; from Tiptonville, 2 miles by chain.

The meandering of the lake by Southern engineers extended nearly 4 miles below Tiptonville, and the country below reported

overflowed and impassable until September. The river also at the upper end of the lake overflows to it, submerging a large tract of land.

The fortifications at Fort Pillow (85 or 90 miles above Memphis) are located on top and at the foot of steep bluffs, and consist, inland, of a long line of breastwork (some 3 to 5 miles) running from ridge to ridge, with a ditch and timber felled before it. There are also quite a number of guns of small caliber placed along the breastwork at the salient points. On the river there are a few guns on the summit of the bluffs, but most of the batteries are cut from the face of the bluffs at the water's edge.

To the best of my knowledge the extreme upper battery is also the highest from the water line, mounting 6 guns, embrasured, and with heavy sand-bag traverses. The next is at the water's edge, partly submerged, mounting 9 guns on barbette carriages.

Next lower is a battery mounting 4 guns on ship carriages, about 2 feet higher than the last. Below, and some distance apart, are from 5 to 8 guns, 4 of which are 10-inch columbiads; there are, however, parapets built for nearly 40 guns, and more than 1,200 negroes are daily employed on the works. General Villepigue is in command (April 3).

With the above report is an accompanying map of No. 10, for which I must apologize, on account of its roughness, but it was drawn entirely from memory and without any scale.

Hoping the above will be of service, I have the honor to remain, your obedient servant,

S. KELLOGG.

Captain W. D. PORTER, U. S. Navy.
Commanding Gunboat Essex.

[Telegram.]

CAIRO, April 8, 1862.

We have plenty of howitzer shrapnel. Send in all 20 boxes each of shell and canister for howitzer. The short-sight boxes required were for VIII-inch guns.

A. H. FOOTE,
Flag-Officer.

Captain J. A. DAHLGREN,
Navy Yard, Washington.

[Telegram.]

CAIRO, April 10, 1862.

I respectfully request that you will have in readiness, to be forwarded when required, from 300 to 400 men for the crews of the steam rams for the Western waters.

A. H. FOOTE,
Flag-Officer.

Hon. G. WELLES,
Secretary Navy.

Letter from Lieutenant Wise, U. S. Navy, to J. T. Ames, esq., forwarding acknowledgment of sword presented to Flag-Officer Foote, U. S. Navy.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, April 11, 1862.

DEAR SIR: I have the pleasure to enclose a note to you from Flag-Officer Foote, in acknowledgment of the sword which I forwarded to him at your request.

I am, very truly, yours,

H. A. WISE,
Assistant Inspector Ordnance, U. S. Navy.

Mr. J. T. AMES, *Chicopee, Mass.*

[Telegram.]

NASHVILLE, [TENN.], April 11, 1862.

I forwarded some time since a statement of Brigadier-General Spears in regard to military operations at Cumberland Ford. I hope the Secretary will place General Spears at once in command of Tennessee troops at that place. This ought to be done. Lieutenant Carter, of the Navy, has been acting as general, as I conceive, without proper authority. The Tennesseans there, and others on the way, wish to return under the leadership of General Spears. Will the Secretary telegraph me his action? Things are moving on right in Tennessee.

ANDREW JOHNSON.

Hon. E. M. STANTON,
Secretary of War.

Abstract log of Mortar Division of the Western Flotilla, March 14 to April 10, 1862.

The fleet left Cairo, Ill., on the 14th day of March, 1862, composed of the flagship *Benton*, Commodore A. H. Foote, commanding; the *Carondelet*, *Mound City*, *Cincinnati*, *St. Louis*, *Pittsburg*, *Conestoga*, and *Louisville*; the ordnance boats *Judge Torrence* and *Great Western*; and fourteen mortar boats in tow of the *Ike Hammitt*, *Wisconsin No. 2*, *V. F. Wilson*, *Pike*, and *Lake Erie*. The fleet was also accompanied by several transports, two containing troops.

The officers in command of the mortar fleet were: Captain Henry E. Maynadier, of the Tenth Regular Infantry, commanding; Captain E. B. Pike, superintendent; Second Masters George L. Johnson, G. B. Simonds, T. B. Gregory, Henry A. Glassford, and E. W. Wheelock.

On the same afternoon arrived at Columbus, took in tow two mortar boats—11 and 12—and then proceeded on toward Island No. 10.

March 15, 1862.—Arrived within 2½ miles of the island. During the afternoon the mortar boats 11 and 12, under the command of

Captain Henry E. Maynadier and Captain E. B. Pike, assisted by Second Master Johnson and Acting Second Master E. W. Wheelock, opened fire on the enemy's batteries. No. 11 fired 18 and No. 12 fired 16 shell in one and a half hours.

March 16.—Mortars 7, 5, 19, 22, 23, 27, 36, and 38 were engaged with the enemy the entire day under the command of Captains Buford, Maynadier, and Pike, assisted by Second Masters Glassford, Simonds, and Gregory. The firing was heavy, as the annexed report of the number of shells will show: Boat No. 5 threw 36, No. 7 threw 33, No. 19 threw 35, No. 22 threw 38, No. 23 threw 32, No. 27 threw 47, No. 36 threw 45, and No. 38 threw 33 shell.

March 17.—Ten mortar boats were engaged with the enemy during the entire morning and afternoon. The number of shell thrown was over 400, and did great execution amongst the enemy's batteries, having beyond a doubt silenced two of them in the afternoon.

March 18.—The mortar boats 11 and 12, under command of Second Master George L. Johnson, were engaged all the previous night shelling the enemy's extreme right batteries. The two mortars threw 24 shell. To-day a fleet of 10 mortars was actively engaged from 9 a. m. to 6 p. m.; the number of shells thrown exceeded 400. It is ordered that hereafter the second master do report the number of shell thrown to the officer of the day, who will enter them on this log book.

March 19.—The mortar boats Nos. 5, 19, 22, 23, 11, 12, 27, and 36 each received 35 shell, 7 kegs of mortar powder, and 3 kegs of shell powder. There was very little firing during the day. The enemy's batteries opened upon us at 12 noon, but were silenced at once; only one shot being fired after our mortars commenced firing. Between 9 and 10 p. m. a false alarm of the approach of the enemy by land was raised. The *Judge Torrence* slipped her moorings from the shore, got underway, and stood out into the middle of the stream. Quiet was soon restored, and the boat returned to her anchorage.

March 20.—No firing this day.

March 21.—Mortars 7, 38, and 22 were engaged during the morning until 1 p. m. The number of shell fired was as follows: No. 7 fired 12, No. 38 fired 7, and No. 22 fired 11 shell. Second Master Simonds was ordered for duty during the night.

March 22.—Mortar boats Nos. 11 and 19, Second Master George L. Johnson and Second Master T. B. Gregory, were engaged shelling the enemy's batteries from 8 a. m. to 1:30 p. m. Mortar boats Nos. 7, Second Master E. W. Wheelock; and 38, Second Master H. A. Glassford, were engaged during the afternoon. Annexed is a report of the several firings: No. 11 threw 24; No. 19, 17; No. 7, 16; and No. 38, 17 shell. Second Master T. B. Gregory was ordered for duty during the night.

March 23.—Mortars 11, 12, and 5, under their respective commands, were engaged during the morning. The number of shell thrown were: No. 11, 1; No. 12, 10; and No. 5, 10 shell. During the afternoon mortars 38 and 7, under command of Second Masters Glassford and Wheelock, threw each 7 shell. John Smith, of No. 11 mortar crew, had his leg accidentally broken by the falling of a tree, cut down by the crew of the *Dauntless*. During the morning the enemy favored us with a few shots. doing no damage.

March 24.—Mortar boats Nos. 5 and 38, with crews from 19 and 27, under command of Second Masters Glassford and Gregory, were engaged during the day. Not any other boats were on duty. No. 5 threw 7 and 38 threw 8 shell. Second Master Wheelock was engaged all the previous night shelling the enemy with mortar 23, throwing 13 shell. This morning the *Judge Torrence* moved across the river from the Missouri to the Kentucky shore.

March 25.—At about 3 p. m. balloon ascensions were made in Captain Steiner's balloon Eagle, to the height of 500 feet. The day being hazy they could not define fully the position of the enemy, but the experiment proved satisfactory. Second Masters G. B. Simonds and E. W. Wheelock report having fired, respectively, from No. 23, 17 and from No. 38, 13 shell.

March 26.—Mortars 12 and 38, under command of Second Masters George L. Johnson and H. A. Glassford, were on duty all day. No. 12 threw 8 and 38 threw 7 shell.

March 27.—Mortar boats Nos. 23 and 5 were on duty during the morning. No. 23 fired 8 and No. 5, 6 shell.

March 28.—Mortar squad 37 on board No. 38 fired 10 shell. Nos. 7 and 23 fired, respectively, 4 shell.

March 29.—Mortar boats Nos. 5 and 23 fired, respectively, 9 and 11 shell.

March 30.—Mortar boats 5 and 23 fired to-day 10 and 38 shell.

March 31.—Mortar boats 5, 7, 38, and 23 threw 14, 3, 23, and 13. At 7 p. m. got into battery line and fired each 3 shell for the inspection of the Assistant Secretary of War, Thomas A. Scott; all fired at Island No. 10.

April 1.—Mortar boats 38 and 12 threw 6 shell each.

April 2.—Mortar boats 23, with crew of 36, and 5, with crew of 19, fired 11 and 9 shell.

April 3.—Second Masters E. W. Wheelock and H. A. Glassford, accompanied by pilots of 7 and 8 mortar boats, made a reconnoissance in a skiff off Island No. 10 and boarded the sunken rebel steamer *Winchester*, which they set fire to and burned to the water's edge. Mortar boats 7, 38, and 23 were on duty and fired 21, 23, and 25 shell. Nos. 11 and 12 were also in action and threw 14 and 17 shell.

April 4.—Mortar boats 23 and 7 fired 8 shell, respectively.

April 5.—Mortar boat 7 fired 19 shell. The gunboat *Carondelet* ran the blockade of Island No. 10 on the night of the 4th, amid a heavy storm and a severe fire from the enemy's batteries.

April 6.—Whole crew mustered by purser's clerk, Mr. Watson, and Articles of War read by Captain Richardson in the presence of Captain Fitch. Mortar boat 38 fired 14 shell. Officers were reconnoitering to-day near the island.

April 7.—Mortar boats Nos. 11 and 38 fired 9 and 5 shell, respectively.

April 8.—At 10 p. m. of the 7th the rebel steamer *De Soto* came up with a flag of truce, when its officers surrendered possession of the Island [No.] 10 and shore batteries to Commodore Foote, and our forces are now in possession of them.

April 9.—Island No. 10, with all its stores and munitions of war, being now in our possession, the crew were granted liberty.

April 10.—At 2 p. m. our fleet of mortar boats (16) were put in tow of steamers *Ike Hammitt*, *V. F. Wilson*, *Wisconsin No. 2*, *Key-*

stone, W. H. Brown, and Alps, and taken down to New Madrid. Arrived at 4 p. m.

Abstract log of the U. S. S. Tyler, September 12, 1861—January 16, 1862, Commander H. Walke.

September 12, 1861.—Paducah. Captains Foote, Walke, and Rodgers came on board.

September 14.—Proceeded to Cairo. From 8 a. m. to 12: Left for Norfolk in search of batteries. From 12 to 4 p. m.: Went to Lucas Bend and fired 4 shells at the point; rounded to and proceeded up the Mississippi; communicated with Colonel Oglesby on shore; took some of the soldiers on board who were worn-out by the march; rounded to and proceeded down the river and fired 8 shells at the point of Lucas Bend. Proceeded on our way to Cairo. From 4 to 8: Communicated with Colonel Waagner at Camp Holt, and anchored at Cairo opposite headquarters.

September 15.—From 12 to 4 p. m.: Anchored off Norfolk. Confederate gunboat came in sight. Fired one shot and returned.

September 21.—Proceeded down the river in company with other vessels within 4 miles of Columbus. Fired 10 shells and returned to Norfolk and anchored opposite Island No. 1.

October 7.—From 8 to 12 meridian: Ran over and communicated with the *Lexington*, then back again to wharf boat. We then proceeded to Lucas Bend, where we saw the rebel gunboat *Jeff Davis*. Gave chase and fired upon her, which was returned by the batteries situated on the Iron Bluffs, just above Columbus; also by a battery situated on the point below Lucas Bend. After firing 13 shells we proceeded up the river toward Cairo.

October 19.—From 8 to meridian: Captain Walke went ashore and communicated with General Grant. Proceeded down the river as far as Lucas Bend; fired one shell in the woods on the point. Opposite 3 and 4 islands fired one shot in the cornfield on Beckwith's farm, another at Hunter's plantation; rounded to and proceeded to Cairo.

November 7.—Dropped down and exchanged a few shot with the enemy's batteries on the Iron Bluffs and returned. Dropped down a mile or two and engaged batteries on Iron Bluffs and returned to where transport lay. From 12 to 4 p. m.: Dropped down again and had another engagement with the batteries. One 24-pound ball passed through the side of our vessel on the starboard side, killing 1 man, and wounding 1 dangerously and 1 slightly. Returned to transports. From 4 to 6 p. m.: During the embarkation of our troops an attack was made on them by reinforcements of the rebels, which we repulsed by opening on them with shell and grape with telling effect. Fired through the day 144 charges, 3 solid shot, 35 grape, and 106 shell. From 6 to 8: Following the transports up the river, but, being informed that a large number of our troops were left behind, we returned with the *Lexington*, took them on board, and continued up to head of Island No. 1 and anchored.

December 1.—Proceeded to Cairo, thence up the Mississippi about 8 miles reconnoitering, and returned to opposite Camp Holt and anchored.

December 12.—From 8 to 12 meridian: Officers at Fort Holt reported to us that two rebel gunboats were lying under the point below. Captain Walke ordered the *Lexington* to proceed to Cairo and report it to the flag-officer. Proceeded down the river in search of them as far as Norfolk; in vain; returned and anchored. From 12 to 4 p. m.: In company with the *Lexington*, having Flag-Officer Foote on board, proceeded down the river about a mile or two below Norfolk; not discovering enemy's boats returned to Camp Holt. Again went down the river near Norfolk. Being unable to discover the rebel boats returned to Cairo.

January 3, 1862.—At 8:40 a. m. the flagship *Essex* signaled 620, intended undoubtedly for 624, which we obeyed. At 9:30 signaled to the flag-steamer 543. Hauled down signal after flying some time, as the flagship did not notice our signal. The flagship, as she hove in sight of Iron Banks, Ky., wore around and laid to. We followed her motions, as ordered by signals at Cairo, and at 10:40 passed the *Lexington* lying to, and the flagship passed us, both our engines being stopped. At 1 we moved up the river, following the flagship, and the *Lexington* astern. We proceeded up the river in succession, the flagship ahead. As we rounded the bend the rebel steamer *Mohawk* hove in sight, standing toward us. We came up on the port side of the flagship and the *Lexington* on our port quarter. The flagship then wore ship and the *Lexington* and we following stood down the stream about half a mile and came to. The flagship fired 2 shots, which fell short. The enemy fired 1 with same effect and retreated. At 11:45 stood up the stream in same succession, flagship ahead.

January 15.—Commander Henry Walke detached from the command of the *Tyler* and Lieutenant Gwin assumed command January 16.

Abstract log of the U. S. S. Benton, February 24 to April 9, 1862.

February 24, 1862.—Ship commissioned, Cairo, Ill. [Flag-Officer, Andrew H. Foote's flagship] Joshua Bishop, [commanding].

March 8.—From 8 to 12 meridian, Lieutenant Commanding S. L. Phelps: Steamed up, weighed anchor, with *Cincinnati* on starboard and *Carondelet* on port, lashed alongside for a trial trip.

March 15.—At 6 a. m. cast loose from shore and started down the river. At 7:30 discovered a rebel steamer ahead, making out from shore and steaming down the river. Fired three rifled shell at her, all of which fell considerably short. From 8 to 12 meridian: Rounded to about 3 miles above Island No. 10. At 5 bells fired our first shot at the batteries, which fell short; fired three more, but the rebels did not respond. Saw several transports at the rebel encampment. At 12:30 p. m. dropped the mortar boats down to position. At 2:30 fired five shells. At 8 bells (4 p. m.) still firing. From 4 to 6 fired several more shell at Island No. 10 and ceased firing for the night.

March 16.—At 6 bells (3 a. m.) cast loose and steamed out in the stream, followed by all gunboats. At 8 bells all out and in sight of batteries above Island No. 10. 8 to 12: Dropped down near the first rebel battery and fired several shell. At 4 bells saw a flag of

truce on the upper fort. Sent a tug with Lieutenant Bishop. All a mistake, wanted no communication. Continued to fire shell. From 12 to 4 p. m.: Tried a number of shell from our stern guns at a rebel battery, several of them striking within the fortifications. Mortar boats continued firing shell all the afternoon. From 4 to 6 p. m.: Still firing with our stern guns; mortar boats continue shelling. At 7 saw a light creeping up inshore, supposed to be a rebel gunboat; fired our stern gun.

March 17.—From 12 to 4 a. m.: All quiet; camp fires of rebels seen in distance; rebel steamer moving in the vicinity of Island No. 10. At 10:30 started down the river. When within about 2 miles of a rebel battery of 7 guns, commenced firing and gradually approached the battery. From 12 to 4 p. m.: Still firing and advancing on the rebel battery. From 1 to 2 p. m.: We received 3 solid shot from the first battery, which passed over our pilot house and wheel of the *Cincinnati*, lodging in the willows on shore; also one shot or shell from battery on the bend, which passed way over us to the shore beyond. About 2 p. m. three shots from the first battery passed over us at intervals of about five minutes and struck the water about 10 to 30 yards aft of our stern. Next two shots from same battery fell short of our bow about 20 yards. At 3:15 a solid 8-inch, 64-pound ball from first battery passed over pilot house on starboard side, striking spar deck; went through iron plating, cutting four carlines through; passed to lower deck and rebounded, striking the carline above, finally lodging on the flag-officer's writing desk. Next shot of same kind, about ten minutes later, struck left side near top of starboard port hole outside, broke in three ports and bounded to the water. About this hour a gun on the *St. Louis* burst, scattering the glass from their skylights about our pilot house. 3:30: A shot from their rifled 8-inch shell gun passed about 4 feet port side of pilot house, striking ventilator, passed through the port chimney and, striking the upper deck, went through the iron plating and deck planks, breaking two carlines, then rolled down against the hammock nettings on upper deck. 3 to 4: Two shots received from the fort on the bend, which passed directly over us. All the guns (10) of our boats constantly firing at the first battery to the left. 4 p. m.: A solid shot passed about 12 inches over our pilot house and struck the *Cincinnati* near the wheelhouse; another shot came apparently from a floating battery at the head of the island, striking the water in front of the *St. Louis*. Two more shots from same battery passed over us to the shore. 4 to 8: Still firing on the first battery with good execution, as all their shots from this hour to the close of action either went over us or were far short; ten shots from the first battery alone all came at random, and at no time after 4 p. m. did we receive two shots in succession from this fort. Continued this fire long as we could see, then headed upstream and moved without range of their guns. At 7 came to with port anchor and veered to 30 fathoms chain. The gunner reports having fired 281 rounds.

March 18.—12 to 4 a. m.: At 3 bells sent tug to mortar boats with orders from flag-officer to fire extra shells. Still kept on annoying the batteries from the mortar boats. 4 to 8: Through our glasses it is evident that we formed a breach in their fortifications yesterday, as we can see but four guns mounted on the fort. The trees in the

vicinity are also very much shattered from our shot and shell. Occasional shell fired from mortar boats. Fired several shell from our stern rifled guns. 8 to 12: At 10 a. m. opened fire on the rebels again with stern guns, all effective shots. The *Cincinnati* and *St. Louis* cast loose from us and went to coal. 12 to 4 p. m.: Still continued to throw shell from mortar boats with some effect. 4 to 6: Fired several shell at the rebels with good effect. 6 to 8: Mortar boats and *Carondelet* ordered to fire alternately all night. 8 to 12: midnight: Mortar boats and *Mound City* continue to fire at the battery.

March 19.—From 12 to 4 a. m.: Mortar boats continue fire on rebels. 4 to 8: Mortar boats ceased firing on account of wet decks giving too much rebound. *Carondelet* continued firing. At 3 bells (7:30 a. m.) fired stern guns at intervals. At 6 bells a rebel battery opened fire on us, all their shots falling short. 12 to 4 p. m.: Fired several shots at the rebels. From 8 to 12 midnight: About 9 p. m. heard musketry from ordnance boats up river and two guns fired from the *Conestoga*. Lieutenant Bishop went up in the tug to ascertain the cause; returned about 11 and reported to the flag-officer.

March 20.—From midnight to 4 a. m.: Mortar boats firing. 4 to 8: The *Mound City* continued to throw shell at intervals in the upper fort. 12 to 4 p. m.: The upper battery opened on the fleet and fired 17 shot, which was replied to with interest, silencing their guns. 8 to 12 midnight: Officers came on board and reported to flag-officer lights seen on rebel battery. Fired two shots. At 8 bells *Mound City* fired two shots.

March 21.—From 4 to 8 a. m.: Fired several rifled shell at rebel battery No. 1, at intervals of fifteen minutes. 8 to 12 meridian: Two mortar boats firing at long intervals at rebel battery. 12 to 4 p. m.: Mortar boats continue fire on the battery. 4 to 8: Rebel boats moving up. Fired one shot. 8 to 12 midnight: At 1 bell, fired three shots from our stern guns to the upper fort. At 4 bells continue to throw shell from the mortars at intervals into the rebel quarters. Several lights seen in the rebel camp.

March 22.—From 12 to 4 a. m.: Mortars fired several shell. 12 to 4 p. m.: Mortars still firing occasional shots.

March 23.—8 to 12 meridian: Enemy fired several shots, doing no damage. 4 to 8 p. m.: Mortar boats fired occasionally at battery No. 2. 8 to 12 midnight: Mortar boats fire every half hour.

March 24.—Midnight to 4 a. m.: Mortar boats fire shell at intervals. 4 to 8: Mortar boats fire several shells. 12 to 4 p. m.: *Pittsburg* discharged a few guns into the woods.

March 25.—12 to 4 a. m.: Heard the firing of great guns in the direction of Point Pleasant, down the river. 4 to 8: Captain Allen, a scout who had, during the night, visited the first rebel battery, reported to flag-officer. At 10:30 a. m. battery No. 2 fired a blank shot. 4 to 8 p. m.: River still rising. The light of large fires in the distance down river. 8 to 12 midnight: Heavy firing heard down the river in the direction of Point Pleasant.

March 26.—From 4 to 5 bells (2 to 2:30) a. m.; Heavy cannonading in the direction of Point Pleasant. All quiet in the fleet. 4 to 8 p. m.: Men seen at the upper battery. Fired some shell and made them disperse.

March 27.—8 to 12 midnight: Ten guns fired at 6 bells, in direction of Point Pleasant.

March 28.—12 to 4 a. m.: Heard two guns in direction of New Madrid. 8 to 12 meridian: Battery No. 2 fired several shots; all fell short; mortar boats returned the fire. 4 to 8 p. m.: Firing in direction of New Madrid.

March 30.—Mortar boats continue to fire occasionally.

March 31.—Heard heavy guns in the direction of Point Pleasant.

April 1.—Five boats sent with Colonel Roberts and 50 troops on an expedition to fort No. 1.

April 2.—At 1:30 a. m. the boats returned with Colonel Roberts and his men from fort No. 1. Spiked 6 heavy guns; nobody hurt. All the boats were towed up the river by steam tug *Spitfire*, leaving the flagship *Benton* at 6 p. m. Soon after dark the fleet passed down the Tennessee shore, the *Benton's* cutters in front, *St. Louis* cutters on the right, *Pittsburg* cutters on the left. The two cutters of the *Mound City* and *Cincinnati* in the rear, to act as reserve. The fleet passed down the river without interruption or discovery until within a few yards of the fort. The sentinels then fired from the parapets. The *Benton's* cutters passed on until she grounded to 18-inch water. Colonel Roberts, Mr. Lord, and Brennan, coxswain, jumped to the shore, followed by the 10 soldiers, some of whom went waist deep in the water. All mounted the parapets and without opposition the 6 mounted guns were spiked and side tackles and breaching cut. While the work was going on the enemy fired one volley of musketry from the woods near by and then fled. After a thorough reconnaissance of the fort, occupying one-half hour, all hands were ordered aboard for the return. Arrived at the flagship at 2:30 a. m. and reported to the flag-officer. 4 to 8 p. m.: Fired a few shots at the upper battery. 8 to 12 midnight: *Mound City* fired one shot at battery No. 1.

April 3.—8 to 12 meridian: The *Benton*, *Cincinnati*, and *Carondelet* have taken positions along the Missouri shore and opened fire on the floating battery and island. The mortars are also actively engaged. 12 to 4 p. m.: Continued to throw shell in the direction of the lower battery. One of our shells set fire to the steamboat sunk in the bayou off No. 10 and she burned to the water's edge. 8 to 12 midnight: Three signal guns from rebel fort.

April 4.—8 to 12 meridian: Rebel boats seen down the bend of the river; fired several shots and made them leave. 12 to 4 p. m.: Fired several shots at rebel batteries; mortars also fired. 4 to 6: Fired 54 shots at lower battery. 8 to 12 midnight: Variable winds, heavy showers of rain, very vivid lightning, and some thunder. Gunboat *Carondelet* got underway and steamed down the river, successfully running the blockade of the rebel batteries. The rebels fired 47 shots at the *Carondelet*.

April 5.—At 3 a. m. fired two shots from rifled 42-pounders. 8 to 12 meridian: Fired several shells from a rifled 50-pounder (Dahlgren) at the rebels. 12 to 4 p. m.: Fired 4 shells from 42-pounder. 4 to 6: Saw a rebel steamer at the wharf boat; fired several shell through the place; rather warm, concluded to take the wharf boat away.

April 6.—4 to 6 p. m.: Fired three shell at a rebel encampment. 6 to 8: Rapid firing heard in the direction of New Madrid.

April 7.—At 2 a. m. the gunboat *Pittsburg* dropped out from shore and started down to run the blockade to New Madrid, and she is supposed to have successfully accomplished it. Rebel batteries fired seventy-one shots at the *Pittsburg*, besides numerous volleys of musketry. 4 to 8: Heavy volleys of musketry fired from Island No. 10. Three shots fired at us from second fort. 8 to 12 meridian: Firing at intervals from the rebel batteries. 8 to 12 midnight: Received a flag-of-truce boat with propositions to surrender. A steamer came up, showing a number of lights and blowing her whistle four times. In a short time she blew her whistle four times again. At intervals of two or three minutes she would blow four whistles. Thinking she wanted to communicate, answered her signals by blowing our whistle four times. Beat to quarters, cast loose the guns, and made every preparation for an engagement. The steamer approached cautiously, blowing her whistle; answered all her signals with the same number. Lieutenant Bishop went on the tug *Dauntless* and boarded the steamer; found her to be the steamer *De Soto*, having on board Lieutenants Martin and McDowell, of the Confederate Army, bearers of dispatches to Flag-Officer Foote. General Buford came on board for a conference. Lieutenant Commanding Phelps, in company with the rebel lieutenants, went aboard the steamer and steamed down river in direction of Island No. 10. At 2 a. m. Captain Phelps returned with the steamer and announced the unconditional surrender of Island No. 10, with guns, ammunition, stores, etc., to Flag-Officer Foote. The river steamer *De Soto* landed at the bank behind the *Cincinnati*.

April 8.—At 2 a. m. Captain Phelps came from the rebel encampment. The enemy had surrendered to the American flag unconditionally—to Flag-Officer Foote, commanding Western Flotilla. At 6 sent dispatch to Cairo and New Madrid. The *Mound City* and *St. Louis*, gunboats, and two transports went down and took possession of the enemy's fortifications.

April 9.—8 to 12 meridian: Threw overboard, by order of Flag-Officer Foote, No. 12 42-pounder rifle gun, it having been condemned as worthless; been fired 218 times, the vent being much worn. 12 to 4 p. m.: Threw overboard, by order of Flag-Officer Foote, No. 5 42-pounder rifle gun; was fired 178 times. 4 to 6: Received on board the following property, taken from the enemy: 26 tents, 6 cases shell, 7 axes, 9 shovels, and 2 boxes sundries.

Abstract log of the U. S. S. Lexington, August 16, 1861–April 11, 1862, Commander R. N. Stembel.

August 16, 1861.—Off Cairo, Ill. At request of Colonel Oglesby, commanding United States forces at Cairo, Ill., received on board Colonel Waagner, chief of artillery, and secretary, to be conveyed up the Mississippi to make a reconnoissance and inspect the works at Cape Girardeau. Got underway at 1 p. m. from Cairo and arrived at Commerce, Mo., at 6 p. m., where we found the inhabitants in great fear of the rebels, who were in large numbers, as was represented, and in camp at Benton, about 8 miles distant. They requested to be removed to some safer locality with personal effects,

as their town was in great danger of being destroyed and their lives in peril.

August 17.—Arrived at Cape Girardeau at 2 a. m. and landed passengers and their effects at daylight. Colonel Waagner visited and examined the works under Colonel Marsh. After returning to the boat, Colonel Waagner and Commander Stembel were each saluted with thirteen guns, which was returned by this boat with a like number. Got underway from Cape Girardeau, touching at Thebes and Commerce. Took from a steam flour mill parts of the machinery, to prevent its rendering aid and comfort to the rebels, as well as 5,000 bushels of corn, which were shipped to Cairo on the steamer *Memphis*. Touched also at Bird's Point, revisited the works, and arrived at Cairo at 7 p. m. At 9 ran up the Mississippi and anchored at Eliza's Point.

August 18.—At daylight standing up the Mississippi. At 10 a. m. arrived and anchored off Commerce; remained until meridian, then got underway, standing down the river; anchored at headquarters at Cairo. At 4 p. m. got underway, anchored off Mound City; served clothing and transferred men to the *A. O. Tyler*.

August 19.—At 7:30 a. m. stood down the Ohio River to Cairo. Coaled ship at meridian. Left Cairo to convoy the steamer *Empress*, dispatched to the Kentucky shore opposite Norfolk by Colonel Oglesby to bring Mr. Du Peyster, family, and effects to Cairo. He declined to leave. The *Empress* returned and we remained, being ordered to await the arrival of the *Tyler*, which arrived at 2 p. m. Returned in company and anchored off headquarters.

August 20.—At daylight ran alongside the stone depot, in company with the gunboat *Tyler*, and took aboard 25 32-pound and 25 8-inch empty shells. At 8 a. m. backed off from depot and ran up the Mississippi River, in company with the *Tyler*. At 3 p. m. anchored off Commerce, Mo.

August 21.—Ran down the river to the foot of Power's Island, having heard firing in that direction, where we found a ferryboat lying by the bank. Stood down and anchored off Cairo.

August 22.—At midnight Colonel Oglesby came alongside with the intelligence that a rebel steamboat was lying at Paducah, Ky., and at the same time putting a gentleman on board who knew her. At 12 a. m. (midnight) stood up the river for Paducah, with the intention of capturing the rebel; was detained one and one-half hours at the grand chain, in consequence of thick weather; arrived at Paducah at 7 a. m. The steamer *W. B. Terry*, lying alongside the wharf, being pointed out as the rebel, ran alongside, made her fast to the *Lexington*, cut her lines, rounded off into the river; returned and arrived at Cairo with the prize in tow and delivered her to the commanding officer of the United States forces at that place. At 10 p. m. standing up the Ohio River toward Paducah.

August 23.—Convoyed the steamer *Belle Creole*, of Cincinnati, above Paducah, the officer of that boat being apprehensive of capture at that place. Returned to usual anchorage.

August 24.—At 1 a. m. got underway and stood up the Mississippi for Commerce; arrived at 7; found the *Tyler* at anchor off the town. *Tyler* proceeded down to Cairo.

August 26.—From 6 to 8 p. m.: Some eight or ten shots were fired from the different houses in Commerce, which were returned from the boat by one canister and one round shot.

August 28.—Arrived at Commerce at 7 a. m. Gunboat *Tyler* left for Cairo at 8. Steamer *Memphis* passed down at 5 p. m.

August 29.—Steamer *Memphis* passed up at 8:30 a. m., landed and gave us papers. Steamer *Diadem* passed down. Steamer *Wash Graham* landed alongside with troops from St. Louis, bound for Cairo at 11:30. From 4 to 6 p. m.: Proceeded up the river above Thebes about 5 miles; rounded to and proceeded down river. Going down, met the steamer *W. H. B.* At 6:30 came to alongside, received orders; got underway in a few minutes, bound for Cairo.

August 31.—Passed Columbus at 5 p. m. Passed Hickman at 6:30, rounded to a short distance below, and returned past Hickman. At 7 fired two shells a short distance below Columbus, Ky.

September 1.—Steamer *Des Moines* arrived at Bird's Point at 8 30 a. m. with troops on board. [Steamer] *Charles Bowen* arrived at Cairo at 4 p. m. with a company of artillery.

September 2.—Lying off Norfolk. Steamer *G. W. Graham* arrived from Cairo with a regiment of troops and some artillery. At 11 a. m. she landed two companies, who went out reconnoitering, and on their return at 12 meridian we weighed anchor and proceeded down the river. Rounded to at Columbus, Ky., at 1:30 p. m. and waited for steamer *Graham* to land troops at Belmont, Mo.

September 4.—Troops on the *Belmont*, under Colonel Waagner, commenced moving at 8:30 a. m. Steamer *Graham* returned at 9, got underway with the gun shop in tow, and stood down the river. At 10:30 came in sight of the rebel gunboat *Yankee*, about 10 miles below Columbus; they discovered us and retreated to Hickman, 18 miles below Columbus. The rebels had a large force stationed at Hickman and two batteries in front of the town. When within about 4 miles of Hickman the *Yankee* opened on us. We returned the fire with shot and shell, with what effect we could not tell. The batteries on [shore] also opened fire and we rounded to and stood up the river. Passed Columbus at 2:30 p. m.; several shots fired from above and below the town. We returned the fire with one shell and small arms. At 6 arrived at Cairo.

September 21.—At Mound City. Steamer *Rob Roy* came up from Cairo at 10:30 a. m. with orders for us to report immediately at Cairo. Weighed anchor and started at 12 noon. Arrived at Cairo at 12:40 p. m. Landed at *Graham* wharf boat and lay a few minutes, then departed down the river. At 1:20 came to No. 1 island, distance 6 miles; there found *W. H. Brown*, *John Galt*, and *Rob Roy* [steamers], with troops. Passed down to Norfolk and found *D. A. January* with troops; then went on down as far as Lucas Bend and fired a few shells along the shore; then rounded to and proceeded up the river a few miles and met the transport boats at the head of Island No. 2. At 3:30, lying off the head of Island No. 2, in company with four other United States boats, loaded with troops. Left at 4:20 and proceeded up the river. Arrived at Cairo at 5:30.

September 22.—Steamer *Rob Roy* came alongside at 4:20 p. m. with Commodore Foote on board. All hands were called on deck and he addressed officers and men in a few brief, complimentary remarks and departed at 4:45.

September 24.—At 4 p. m. underway, opposite Caseyville. Passed Shawneetown at 1:30; found the *Stephen Decatur* and *N. W. Thomas*, loaded with troops. They cast loose and followed after the

gunboat. An artillery company fired two guns on the shore. Passed the mouth of the Wabash at 3:15 p. m.; beat to quarters at 3:30, just below Union Town, and stood by the guns until we passed the town.

September 26.—Off Owensboro. At 8 a. m. proceeded up the river bound for Hawesville and Cannelton. The *Curlew No. 2* passed down at 9; the *H. V. Gillan* and the *Storm* proceeded down at 10, lashed together, the *Gillan* having on board one piece of artillery. From 8 to midnight: A skiff came alongside with a communication from Owensboro and returned again in a few minutes.

September 30.—From 4 to 8 a. m.: Lying at Cairo. Took on board 50 32-pound shell. The steamer *Rob Roy* departed for Bird's Point, loaded with troops, at 11 a. m.

October 7.—Off Cairo. At 10 a. m. headed down the Mississippi River as far as Columbus, where we found the rebels strongly fortified on the top of Iron Bluffs. We, in company with the *Tyler*, fired twenty shells at their batteries, which they returned. We then proceeded up the river again at 12.

November 7.—Lying at anchor in Cook's Bend, 8 miles below Cairo. Got underway, proceeded down the river a short distance, but returned on account of the fog. Calm and clear at 6 a. m. At 7 rounded to a short distance above Iron Bluffs, the *Tyler* above us. At 7:30 standing off the Missouri shore, commenced landing troops from the steamers *Memphis*, *Montgomery*, *Chancellor*, *Aleck Scott*, and *Keystone*. At 8:45 commenced firing at the rebels on the bluff. Up to 11:30 fired 18 shells and 1 shot. From meridian to 4 p. m.: Lying off Iron Bluffs above Columbus. Clear and pleasant; wind light from the southwest. Heavy firing on the Missouri shore. At 2:40 the troops began to arrive on shore and embark in the transports. At 4 the rebels appeared and began to fire on the boats, when they backed out and retreated up the river. From 4 to 6 p. m.: Standing up the river. Rounded to and started back down the river; went down a short distance, met more troops, and returned back up the river. From 6 to 8 p. m.: Lying to on the Missouri shore, taking on board the Twenty-seventh Illinois Regiment, Colonel Buford. At 7 got all the troops in sight on board. At 7:10 the *Tyler* came up from where they had been taking on troops. We hauled in our stinging and followed them up the river. At 7:30 came to off the steamer *Chancellor*, taking on cavalry; they cast loose on our arrival and stood up the river. We got underway again and followed up in the rear. From 8 to midnight: Underway near Cook's Bend with Colonel Buford's regiment on board, with several wounded. The *Tyler* landed at the head of No. 1 to lay until morning. Clear and calm. Arrived at Cairo at 10:40 and landed at the wharf boat, put troops ashore, and then anchored off the town at 11:45.

November 12.—The steamer *Montgomery* arrived at 10:30 a. m. loaded with Government troops. Seventeen cars loaded with soldiers arrived at 11 a. m.

November 13.—Off Cairo. A barge came in at 1:30 p. m. loaded with infantry and cavalry.

November 14.—The steamer *Montgomery* arrived from the Mississippi at 10:45 a. m. loaded with Government troops; left at 11:40 and went over to Bird's Point.

November 18.—Standing up the river. At 1:30 p. m. saw some rebel cavalry on the Missouri side below Price's Landing.

November 22.—At 8:10 a. m. the *Tyler* came down from Mound City and came to off Cairo. At 8:40 a boat came off from the *Tyler*, with orders for us to get underway down the river. At 10 stood down the Mississippi, the *Tyler* a short distance ahead. At 11:20 rounded to at the foot of No. 4, fired 4 shells, then stood up the river following the *Tyler*.

December 8.—Off Fort Holt. At 7 a. m. eight of the pontoon barges came drifting down the river. Several shots were fired from Fort Holt at them, one 32-pounder shot passing through the side and lodging in one of the barges. The gunboats *Lexington* and *Tyler* proceeded after them and brought them back. From 8 to meridian: Underway up the river with four barges in tow. Arrived at Cairo, left the barges, and dropped down the river and came to anchor off Fort Holt at 9:30.

December 12.—Off Camp Holt. At 12:10 p. m. went up to Cairo, took on board Captain Stembel and Commodore Foote; stood down the river to Fort Holt, where the *Tyler* weighed anchor and both proceeded down the river as far as Cook's Bend; saw no enemy. Stood up river and arrived at Fort Holt at 3:30; met gunboat *St. Louis*; stood down the river in company with the *Tyler* and *St. Louis*. Rounded to opposite Norfolk. At 4:30 *St. Louis* fired two shots for experiment.

January 2, 1862.—Off Cairo. Commander Shirk came on board and took command.

January 7.—At 9:30 a. m. discovered a small steamer off the foot of Island No. 1, standing down the river. At 10:20 rounded to off the foot of Island No. 3, in company with the *Essex*, *Tyler*, and tugs. At 10:30 started back up the river. At 11:20 discovered a small rebel steamer coming up round the point above Belmont; came to off the head of Island No. 3. At 11:45 the rebel steamer still in sight, but out of reach of our guns. At 12 the *Essex* fired one of her guns at the rebel steamer, but could not reach her.

January 21.—At 12:20 a soldier came down in a canoe and reported the wagon train some distance farther up the river. Stood up the river. Arrived at Crown Point at 1 p. m. and found the train waiting. At 2 got underway; stood up the river. At 2:30 discovered the rebel steamer *Dunbar* standing up the river; gave chase, but could not overtake her. Fired 1 32-pound shot and 2 6-inch shell at her, but they fell short. At 4 arrived at the foot of Panther Creek Island. Opened fire 3 miles below Fort Henry; fired 4 rounds. Rounded to and stood down the river at 4:20. Landed at Crown Point at 5:20, where General Smith's brigade is encamped.

January 22.—At 9 a. m. General Smith came on board; got underway and stood up the river. At 11:10 arrived off the foot of Panther Creek Island and stood up nearly to the head. Discovered two steamers at the fort. Fired 2 shot and 3 shell, which were returned by 1 32-pound shot from the fort. At 11:30 stood down the river.

January 23.—General Smith moved with his forces this morning.

February 4.—Steamers passed up the river with troops.

February 5.—Passed the chain at 6:30 a. m., distance from Paducah 15 miles. Saw cavalry encampment at the foot of the chain. At 10:15 landed opposite Aurora, where the *Chancellor* was lying, with troops on shore. At 10:30 the *B* passed up with troops. At 12:35

heard heavy firing; cast loose from shore and stood up the river; came to anchor at 3 off the flagship *Cincinnati*, in company with the *St. Louis*, *Essex*, *Carondelet*, *Tyler*, and *Conestoga*, and the transports *City of Memphis*, *Iatan*, *Chancellor*, *B*, *Emerald*, and the dispatch boat *Spitfire*. The *Aleck Scott*, *January*, and *Fanny Bullitt* arrived with troops. At 8:20 p. m. discovered a bright light at Fort Henry, supposed to be caused by the rebels destroying something.

February 6.—Off Fisher's Landing. At 8:10 a. m. stood up the river a short distance and cast anchor. The *Minnehaha* came up the river with troops. At 10 flagship made general signal; answered it. At 10:40 flagship made general signal. Weighed anchor and stood up the river. Arrived off the foot of Panther Creek Island at 12. From meridian to 4: Warm and pleasant, wind due west. The flagship *Cincinnati* opened fire on Fort Henry at 12:27 p. m. We commenced to fire at 12:30 p. m. Fired from No. 1 port gun 29 times, from No. 2 port gun twice, starboard No. 1 twice. The *Essex* dropped down past us at 1:10, having been disabled by a rebel shot. Ceased firing at 1:35, the rebel flag being lowered in token of surrender. Engagement lasted one hour and eight minutes. We fired 33 rounds. At 1:40 started up the river in company with the flagship *Cincinnati*, *St. Louis*, *Carondelet*, *Conestoga*, and *Tyler*. Arrived opposite the fort at 2:20; heard musketry in the distance. At 2:30 several rebel officers came down the river to surrender to the flag-officer. At 2:43 the stars and stripes were once more raised on Tennessee soil. At 5 started up the river in company with the *Tyler* and *Conestoga*. At 7 the *Conestoga* stood down the river a short distance to look at something that was floating down the river. At 7:30 several musket shots were fired at us from the shore. Beat to quarters and fired three shots at the bridge. We passed through the bridge with the *Conestoga* at 9, leaving the *Tyler* to watch the bridge. At 10:25 passed a rebel steamer on fire, being so far burned that we could not save her.

February 7.—At 1:30 a. m. heard the *Conestoga* fire a shot and saw the light of a burning steamer. At 2:45 arrived at the wreck of two burning steamers, and the *Conestoga* lying just above. We stopped there, waiting for the *Tyler* to come up. The *Tyler* came up. At 6 stood up the river. At 9 the *Conestoga* landed at Hawesport and took down a secession flag. At 10:50 landed at Perryville. At 6:45 was fired at from the left-hand shore by small arms. We all stopped, and the *Conestoga* fired one shot from 12-pounder in the direction of the shot. Sent an armed boat out in the charge of Second Master Dunn. The *Conestoga* fired three shots and the *Tyler* one.

February 8.—Standing up the Tennessee River. Hove in sight of Florence, Ala., at 2:25 p. m.; found two steamers on fire. At 2:35 a musket shot was fired from the shore and the *Conestoga* replied with a round shot. Another burning steamer came drifting down from the west bank of the river, with engines reversed and running. At 2:41 we turned head downstream to keep out of the way. At 2:50 wind blew her into the bank and we turned upstream after the *Conestoga*. Arrived at the bridge at 3:35. The *Conestoga* landed and we landed under her stern. At 4:15 shoved off from shore. The two wrecks were cast loose and drifted down the river. At 4:30 landed at the bridge and confiscated a lot of provisions.

February 10.—Cerro Gordo Landing, Tenn. At 12:15 arrived at the railroad bridge, and in attempting to pass through the draw with the *Eastport* she caught the pier and she swung against the bridge.

February 11.—At 10 a. m. pulled the *Eastport* clear of the bridge and dropped her through. At 2:15 dropped through the bridge and got underway down the river. At 3 arrived off Fort Henry, the steamers *Minnehaha*, *Hannibal*, *Emerald*, *City of Memphis*, *G. W. Graham*, *Rob Roy*, *Prairie Rose*, and rebel steamer *R. M. Patton* lying to at the fort and the *Aleck Scott* and *Wilson* putting out troops on the opposite side. The steamer *Empress* started up river with some troops and two heavy guns from the fort. Got underway at 3:40 and stood down the river. Met the *White Cloud* at 4, loaded with troops. At 4:30 met the *Fairchild*, *Baltic*, *Adams*, and *Tutt*, with troops for Fort Henry. At 6 passed Birmingham. At 7:05 passed the chain. Met two sternwheel boats loaded with troops.

February 13.—Underway up the Mississippi River.

February 16.—On the ways at Carondelet.

February 22.—Landed at St. Louis, Mo., at 5:20 p. m.

February 23.—Standing down the river.

February 28.—At 10 p. m. saw the reflection of some large fire on the left-hand shore some distance from the river, supposed to be caused by the rebels destroying some property. At 11:30 arrived at Savannah, Tenn., and landed under the *Tyler*. The *Izetta* landed up ahead. Sent out pickets and made preparations to stay all night.

March 1.—From meridian to 4: Cloudy, wind south. At Pittsburg [Landing?] rebel battery opened fire at 1:08. The *Tyler* returned the fire immediately and we opened with No. 1 starboard gun at 1:10. Fired 75 rounds. The rebel battery ceased firing at 1:45 p. m., when we ran up close to shore and began to fire grape. Saw rebels on the hill. Sent the launch and cutter with troops ashore at 2:55 under the charge of Second Master M. Dunn. The rebels were in strong force under the hills and fired on our men, who were forced to retreat to their boats and returned on board at 2:40, bringing one wounded man belonging to the *Tyler*. Turned downstream at 3:25. A skiff hailed from shore at 3:35, stopped for it to come alongside; 3 Union men came on board. On calling the roll we found 3 of our men missing.

March 4.—At 5 a. m. cast loose (from Cairo), got underway down the river in company with the towboats *Erie* and *Hammitt*, towing the mortar boats. At 6:30 arrived at the foot of Lucas' Bend in sight of Columbus, in company with 5 iron gunboats, 4 mortar boats, 3 towboats, and 1 propeller. At 6:50 the flagship made signal, which was answered from the other boats. At 7:30 the *Aleck Scott* and *Illinois* came down with troops. At 9 the gunboats dropped below the batteries. At 9:50 the dispatch boat *Spitfire* came up and reported Columbus evacuated by the rebels and that the Second Illinois Regiment had taken possession of the place on Monday evening.

March 7.—At 11:05 a. m. came in sight of Pittsburg Landing and discovered that the rebels had up a flag of truce. Answered it and sent the cutter on shore in charge of Mr. Dunn to see what was wanting. Cutter returned in a few minutes with a written communication for Captain Gwin. At 11:45 rounded to and stood

down the river; no troops in sight. At 12 meridian landed at Savannah.

March 8.—Landed at Craven's Landing at 6:25 p. m. and put on shore provisions for the Union people who had been run in by the secession cavalry.

March 9.—Lying to at Craven's Landing to keep the rebel cavalry from attacking some of the country people who had fled from their homes to keep from being pressed into the rebel army. Cast loose and got underway up the river. At 9 landed at Chalk Bluffs; took refugees on board and landed them at Savannah. At 1:15 left Savannah with Colonel Worthington and aids on board and stood up the river. At 2:30 p. m. came in sight of Pittsburg Landing and fired starboard battery, firing 9 rounds. Ceased firing at 2:45; not receiving any answer, rounded to and stood down the river.

March 10.—At 10:20 a. m. stood down the river. At 10:55 landed at Chalk Bluffs to try and get some information in regard to the movements of the rebels. Took on some men that the rebels were in pursuit of. Landed at Craven's Landing. At 12 the *Golden State* came down with troops and landed. At 2:50 p. m. stood up the river with 10 of the Forty-sixth Ohio Volunteers. At 3:40 landed at Chalk Bluffs and took on board some small arms. Lay a short time and went up the river. At 5 landed at Savannah, put off the refugees, and made fast to the other shore. At 6:25 sent the cutter and launch to the *B. J. Adams* and brought off men to station out for pickets. At 6:45 they were called in and returned to the *Adams*.

March 11.—Lying to off Savannah. *Golden Gate* arrived with troops. Transports continue to arrive with troops through the day.

March 12.—Underway up the Tennessee River. Passed Pittsburg Landing at 1:50 a. m.; fired one 8-inch shell. From 4 to 8: Alongside the *Tyler* at Boyd's Landing, about 10 miles below Eastport; put 150 shells on board of her. Stood up river. At 7:20 came in sight of Chickasaw, and the *Tyler* opened fire on the rebel works. The fort returned the fire, and we then opened fire on them. Fired 215 rounds. At 8:30 stood down the river after the *Tyler*. At 10:50 fired one shell at Crump's Landing. Landed at Savannah with the *Tyler*. From meridian to 4 p. m.: Stood down the river; met a number of steamers. At 7 stood off Crump's Landing to wait for transports. At 10 five transports arrived from Savannah and commenced landing troops. Fired one 8-inch shell into the woods above where troops were being landed.

March 13.—Last transport arrived at 3:30 a. m. At 7:30 the *Goody Friends* came up from Savannah and reported reinforcements coming up. At 8 the transports commenced leaving Crump's Landing and going to the opposite side for fear of an attack.

March 14.—Passed Pittsburgh at 4:40 p. m. Fired three shell. Rounded to a short distance above and, in passing down, fired two shell. Landed a short distance above Crump's Landing.

March 15.—Lying to opposite Crump's Landing guarding the transports.

March 19.—At 9 a. m. landed at Clifton. Sent out Mr. Dunn in charge of a squad of men and found some contraband goods; had them hauled to the river and put on board the *Boston*. The *Boston* got underway and stood down the river and we immediately after. At 11:35 landed at East Perryville, Tenn. At 4:10 p. m. landed

and destroyed Napier and Weyler's ferry flats. At 5:10 landed at Wagoner's Ferry and ordered him not to ferry any more. At 5:25 passed the *J. W. Hillman* lying to at the Northwestern Railroad with troops. At 6 stopped at Reynoldsville and burned horse ferry-boat.

March 24.—At 2:55 p. m. came to 4 miles below Eastport, Miss. The *Tyler* opened fire on an earthwork on the point of a hill which has the appearance of a masked battery. We opened fire at 3:05 and fired 24 rounds; receiving no answer, ceased firing at 3:53. Captain Shirk went on board the *Tyler* to consult with Captain Gwin, who reported seeing two guns inside the earthwork.

March 25.—Landed at Northwestern Railroad, and, after stopping a few minutes, passed on down the river. At 6:35 a. m. met the *Meteor* loaded with troops. At 8 met the *Fanny Bullitt* loaded with cavalry and artillery.

March 27.—Off Savannah. The *D. G. Taylor* arrived with troops. We left at 4 p. m., standing up the river. At 6:15 met the *Sunshine* with troops. At 6:45 met the *Continental* with troops. Passed Decatur Furnace at 12:05; stopped opposite Clifton and at 1 destroyed two ferryboats. At 8:45 the *A. McDowell* landed at Savannah with cavalry on board.

March 29.—At 11:10 a. m. left Perryville, stood up the river; stopped opposite Patriot and destroyed a ferryboat. Stopped at Culp's Landing and destroyed a ferryboat.

March 30.—At 5:25 a. m. standing up the river in company with the *Tyler*. At 8:10 called to quarters near the rebel battery. After the *Tyler* had fired a few shot we returned down the river at 10. At 11, while passing Wynn's Landing, several shots were fired at us from the shore; we returned the fire with shell and grape. At 12, meridian, landed at Boyd's Landing. At 2:45 the *Empress* arrived with troops and cattle.

March 31.—At 10:15 a. m. came to off the mouth of Horse Creek; went ashore in launch and destroyed a small ferryboat.

April 1.—At 6:25 a. m. landed at Moore's; took Mr. Moore on board by order of Captain Gwin and stood up the river. The *Empress* and *Tecumseh* came up with us at 9:20 with troops on board. Underway up the Tennessee River, towing the *Cairo*. At 1:30 p. m. cast loose from the *Cairo* and called to quarters. Commenced firing at 1:30, and at 2:33 the *Cairo* signaled to cease firing. We fired 45 rounds without getting any response from the enemy. Rounded to at 6:40 and stood down the river.

April 2.—At 8:40 a. m. the *N. W. Thomas* started up the river with troops.

April 3.—At 10:30 a. m. stopped at Carrollville and destroyed two small ferryboats. Passed Clifton; came to off Eagle Nest Island; sent launch ashore to destroy a small ferryboat.

April 4.—At Pittsburg at 11:50 a. m. The *Crescent City* and *Planet* arrived with troops.

April 5.—Arrived at Crump's at 4:50 a. m. The *McDowell* came down at 5:50 and landed with troops. The *War Eagle* came up with troops. At 11 the *Planet* passed with troops. The steamer *Fort Wayne* passed up, loaded with pontoon boats.

April 6.—Off Crump's Landing. From 8 to meridian: Heavy firing heard all the morning in the direction of Pittsburg. The *John Ramm* passed down and reported fighting at Pittsburg. Got underway and stood down the river and came to a short distance above Pittsburg, near the *Tyler*. At 10:30 the *Tyler* stood up the river and returned. Men coming in report our loss heavy. The firing still continues without cessation. Several shots have fallen in the river close to us. Men still coming in, great many of them wounded. They report that the rebels are getting the better of us on the left wing. Rounded to at 12:15 and stood down the river. Arrived at Crump's at 12:50. At 1 p. m. the *Fort Wayne* passed up with pontoon boats on board. Arrived at Pittsburg at 4. The *Tyler* commenced shelling the woods at 4:15. At 4:30 we commenced, fired 12 rounds. At 4:37 stood down the river; stopped opposite Pittsburg to take Captain Hurd on board. Dropped down after the *Tyler* at 5:45. Heavy firing on shore. At 6 the rebels opened fire on Pittsburg; we returned it by shot and shell. Fired 32 rounds, when, not hearing any more firing, we ceased at 6:10. Stood down the river; everything quiet. Stood up the river and arrived at Pittsburg at 10. At 10:15 two transports came up with troops; 4 boats arrived with troops.

April 7.—At 1 a. m. went up and took position with the *Tyler* and commenced firing one shell every seventeen minutes. Ceased firing at 5:30; went on shore and brought off in the cutter a wounded man belonging to the Twelfth Illinois, and put him aboard the hospital boat *Hannibal*. Firing on shore heavy, with cheering all along the line.

April 11.—Arrived at Hamburg; put some men on shore. Some rebel cavalry fired upon them. Dropped out in the stream and returned it with shell; fired three rounds, landed, and took our men on board.

CONFEDERATE REPORTS AND CORRESPONDENCE.

[Telegram.]

MEMPHIS, *April 18, 1861.*

It was telegraphed from Washington to Cairo to-day that Cairo will be made base of operations on the Mississippi River, and several Southern ports will be blockaded.

M. C. GALLOWAY.

Hon. L. P. WALKER.

Letter from the governor of Tennessee to the Secretary of War, regarding the erection of batteries on the Ohio and Mississippi rivers.

EXECUTIVE DEPARTMENT,
Nashville, Tenn., *April 22, 1861.*

SIR: Your communication of the 19th instant, suggesting the probability of an invasion of our borders at points along the Ohio or Mississippi rivers, and requesting the privilege of erecting batter-

ies at eligible points along the banks of these rivers as a means of defense, has been received and briefly answered by telegraph. Appreciating the necessity of such defenses as you suggest, I had, previous to the receipt of your letter, ordered Lieutenant Dunnington, recently of the United States Navy, to take observations of the river and report to me the most eligible sites for the erection of one or more batteries. I have this day written to him at Memphis, and also to Colonels Wright and Smith, acquainting them with your request, informing them of my cordial assent to it, and instructing them to confer with any authorities who may be sent by you there with the view of facilitating the matter as far as may be within their power. I fully appreciate your suggestions with regard to our common dangers, and cordially reciprocate your sentiments concerning the mutual interests, sympathy, and destiny of the citizens of my State and of your Government. I beg to assure you that I will confer freely and cooperate most cordially as far as may be within my power in everything looking to a defense of our rights and an ample redress of any injuries that may be inflicted.

I have the honor to be, with very great respect,

ISHAM G. HARRIS.

Hon. L. P. WALKER,
Secretary of War, C. S. A.

[Telegram.]

MEMPHIS, *April 26, 1861.*

Randolph, [Tenn.], is the most eligible situation for a battery to protect Memphis. Captain [Philip] Stockton considers his instructions as restricting him to a point nearer Memphis. Will you authorize him to exercise his own judgment and construct at Randolph?

GEN. J. PILLOW.

L. P. WALKER.

[Telegram.]

NASHVILLE, *April 26, 1861.*

A boat bound from St. Louis to Nashville, with powder and lead on board for Tennessee, was captured by the steamer *Swallow* near Cairo, said to be by order of the governor of Illinois. Is it absolutely necessary that you withdraw 1,500 of the 3,000 guns sent me from Louisville?

ISHAM G. HARRIS.

Hon. L. P. WALKER.

Letter from Major Gorgas, C. S. Army, to the Secretary of War, regarding Federal operations on Mississippi River.

WAR DEPARTMENT, C. S. A.,
Ordnance Office, Montgomery, [Ala.], April 29, 1861.

GENERAL: I think it my duty to call your attention to what seems to me the object of the troops now assembling at Cairo.

It is known that 75,000 men have been called out by the United States Executive, and he has probably 5,000 regulars disposable, perhaps more, making an aggregate of at least 80,000. Of this levy the contingents from New England and from New York and Pennsylvania (Eastern) are hurrying on to Washington. But none of the troops from west of the Alleghanies are known to have gone eastward. The only rendezvous so far heard of is Cairo. As the levies on the States north and west of the Ohio and western Pennsylvania must amount to quite one-half of the whole number, it is fair to presume that 40,000 men are hastening to the Ohio, while the other half of the levy is covering Washington.

Assume that they are concentrating at Cairo, as information leads us to suspect, what can be the object of assembling so formidable a force? Not, certainly, to hold Cairo and cut off the communication with St. Louis? So great a force can have but one object—to descend the Mississippi, take New Orleans, and, with the cooperation of a fleet, besiege and take Forts St. Philip and Jackson. There would be no need of protecting their communications, because they would make the fleet their base of operations, and with New Orleans in their possession would be unassailable.

To avoid so great a calamity it would be necessary to fortify some point, as Columbus or Richmond [Hickman?] (60 or 70 miles above Memphis), lining the banks of the river with cannon and covering them with land works—an intrenched camp, capable of holding 30,000 men. With this the passage of the river could not be effected, and there would be no use in turning such a work, since nothing could be effected below it without a flotilla.

Respectfully, your obedient servant,

J. GORGAS,
Major, etc., in charge of Engineer Bureau.

HON. SECRETARY OF WAR.

[Telegram.]

NASHVILLE, May 8, 1861.

We need temporarily at Memphis the assistance of several good artillery officers. We are threatened with an early descent down the Mississippi with an armament of floating battery. If at your disposal, order them to Memphis at once.

ISHAM G. HARRIS.

HON. L. P. WALKER.

Report of Major-General Pillow, C. S. Army, regarding affairs in Tennessee.

HEADQUARTERS ARMY OF THE TENNESSEE,
Memphis, [Tenn.,] June 20, 1861.

I have now in the field all the force we can possibly arm. You have here 2,000 flint-lock muskets, which I ask your permission to issue. We are in the Confederate States Government, as you know, by a large majority of the popular vote—say 70,000—and our army is a part of the forces of the Confederate States, subject to your orders. I suppose we have 30,000 men in the State who have tendered their services—more than we have the means of arming. Can you permit me to issue these arms? I telegraphed you some time since. In reply you said the President had written to Governor Harris. Governor Harris informs me that he has not received any letter from the President. I have my defensive works here nearly completed, and we have on hand in the State about 15,000 armed men, and this force would be materially strengthened if the Arkansas and Tennessee troops were under the same officer, so that the forces of both States could be concentrated upon a threatened approach of the enemy. With these forces united we could advance in a short time to the relief of Missouri. I have applied to the governor of the State for permission to assume the offensive just as soon as I can be assured of my position here. I am preparing to effectually blockade the river at Randolph by a ship cable chain, supported by buoys, anchors, etc. This barricade will arrest any fleet of boats that may attempt a descent of the river under my batteries, so that my guns will sink and burn them up with hot shot. I have six batteries, mounting about thirty heavy guns, completed. All my defensive works will be completed this week, and I can be prepared to advance to the assistance of Missouri in a few days. I can dislodge the Cairo forces, and will do it if authority is given for that purpose and I am allowed to use the Arkansas forces. Before assuming the offensive, I deem it prudent to strengthen the forces at Union City, as I shall require a portion of that force to go forward. Please answer as promptly as your other engagements will permit and say if I can be allowed to issue the flint-lock muskets; and if I can advance into Missouri, turning Kentucky; and if the forces at Corinth and Arkansas can be placed under my orders for a forward movement. I send this dispatch by Major [John D.] Martin, who will apply to you for authority to raise a regiment for the service of the Confederate States. He is a talented and highly accomplished officer and gentleman, and I warmly recommend him as fitted to command a regiment, and hope you will commission him.

With great respect, your obedient servant,

GID. J. PILLOW,

Major-General, Commanding Army of Tennessee.

Hon. L. P. WALKER,
Secretary of War, C. S.

P. S.—If the President has not yet ordered the *McRae* up, let it be done as promptly as possible. They have an armed steam tug at Cairo that is sweeping the river above my batteries, seizing all the

steamboats, completely controlling everything out of reach of my batteries. They, to-night, seized the steamer *Kentucky*, belonging to this city. We can not approach the Missouri shore, and yet my Government has just approved of my purpose to go forward to the relief of Missouri. I must have the support of the Corinth forces and the Arkansas troops. Give me power and I will advance to the relief of Missouri.

GID. J. PILLOW,
Major-General, Commanding Army of Tennessee.

Report of Acting Master Mills, C. S. Navy, regarding the purchase of arms.

MEMPHIS, TENN., June 26, 1861.

I hereby acknowledge the receipt of the requisition for \$10,000, made out in my favor and forwarded to this place. The delay attending the arrival of this draft prevented my purchasing as many arms as I had engaged; but there are several persons in the market purchasing arms, and the owners of them in many of them were unwilling to refuse the ready money offered by purchasers and keep the arms waiting the arrival of my draft. I have, however, succeeded in purchasing a few rifles here, and have shipped them to Fort Smith.

I shall leave the city to-morrow for South Carolina and North Carolina. In the latter State I expect to procure all the rifles I need. I shall keep the Department at all times advised of my whereabouts, and hope to be able to report at Richmond in a month from now.

I am, sir, your obedient servant,

THOS. B. MILLS,
C. S. Navy.

Hon. L. P. WALKER,
Secretary of War.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Polk, C. S. Army, regarding measures on foot for procuring ordnance and ammunition.

RICHMOND, VA., July 30, 1861.

SIR: I have the honor to inform you that I will go to Norfolk Tuesday evening with an order on the commandant there for fifty heavy 32-pounder guns, and that I shall hurry these West as quickly as I can. I beg leave further to add that there are reports here of extraordinary preparations going on on the Ohio River in the way of gunboats. I fear that the workshops of New Orleans will be taxed to the utmost to supply gun carriages for defenses below. Possibly at Holly Springs, at Florence, Ala., and Nashville they may be able to aid us in preparing such carriages. No time is to be lost with regard to our river fortifications. I have 500 shells ordered from Pensacola—the fuzes go from here—and I have the prospect by October of a battery of rifled 30-pounders. Powder is the great want, and they are actually looking to Tennessee to supply this part

of the country. Can we not continue to draw some supply of this article from above? I sent a telegraphic message to-day announcing my success so far regarding the guns.

I am, very respectfully,

I. N. BROWN,
Lieutenant, C. S. Navy.

Major-General Polk,
Comdg. Department No. 2, Memphis, Tenn.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Polk, C. S. Army, regarding the disposition of guns.

NORFOLK, VA., August 2, 1861.

SIR: I have the honor to state for your information that there will be some little delay in getting the fifty guns forward for want of transportation. It will, perhaps, be to-day week before the last shipment can go from here. I regret to find that these guns will have to be transferred at Bristol, Tenn., to other cars, by which some further delay will be experienced. I shall go to Richmond on Monday to ask from President Davis an order for a share for our river defenses of the many fine things preparing here for the enemy. Had your requisition been delayed but a few days, the last gun would perhaps have gone from here to defend some creek or inlet which I have never heard of, and which, if the enemy were so idle as to think of entering, could have no influence upon the fate of the war. I fear that all the best guns have gone to places of secondary importance, and that the best projectiles are to follow in the same direction. To divert some of them to our own part of the country I will (though not specially authorized by you) do what I can. I wish that the chief of ordnance for department No. 2 could contract for seasoned ash timber to make rammers and sponge staffs and heads. This timber might be fire-seasoned in a few days. I am sure we should have a strong battery near the Narrows [Mississippi River?], at the lower part of Randolph Bluffs, and this without weakening the Fulton defenses. Professor Maury, C. S. Navy, tells me that he is coming West to plant submarine batteries or magazines. There is no place from Cairo to New Orleans, in my opinion, so suitable for these as at the lower point of the Randolph Bluffs. I took the liberty of saying something in my note from Richmond regarding the general scarcity of powder, which is to be, I fear, the most serious want of the Confederacy. If there should be any additional supplies received from the Ohio country, I hope the Ordnance Department may think of subjecting it to proof trial before paying for it. If in these notes, which I may take the liberty of addressing to you, I should sometimes seem to go beyond the strict bounds of my official position, I trust that you will see in my doing so no want of respect for your superior authority and information, but a zeal only to do what I can for our cause.

I am, very respectfully,

I. N. BROWN,
Lieutenant, C. S. Navy.

Major-General L. POLK,
Comdg. Department No. 2, Memphis, Tenn.

[Telegram.]

MEMPHIS, August 3, 1861.
(Via Chattanooga.)

I am informed that three of the gunboats built at Cincinnati came over the falls at New Albany, where they were to complete their armament and drop down at once to Cairo. Seven steamboats loaded with troops left St. Louis yesterday for Bird's Point and Cairo. Frémont is concentrating a force at Cairo and Cape Girardeau. My force greatly needs strengthening. Will you not order [Daniel R.] Russell's and the other Mississippi regiments and any other forces at your command in the State of Alabama or Mississippi or Louisiana, that are disposable, to report to me without delay? Russell's has not yet moved. Will you please reply to my application for a quartermaster? I have none, and Captain Stockton has been detailed as my inspector-general, and I have detailed Major [Lewis G.] De Russey to act in his place as chief of engineers. The latter is not available, therefore, as quartermaster. I have nominated Mr. A. S. Shepherd as quartermaster with the rank of major. Mr. S. is the best man I can procure for that office. I propose also to have transferred to the Confederate service the ordnance corps of Tennessee. As it stands it is very efficiently organized, and we want it all for supplying any order and the neighboring commands. I wish Captain M. H. Wright, late of the United States Ordnance Corps, to be my chief, if possible. I should like their appointments immediately. I have again to urge on the Department to send me more troops.

L. POLK.

HON. L. P. WALKER.

Letter from Major-General Polk, C. S. Army, to the Secretary of the Navy, requesting that Lieutenant Carter, C. S. Navy, be permitted to remain in his department.

COLUMBUS, KY., September 25, 1861.

SIR: I am to-day in receipt of your orders, through Captain Buchanan, directing Lieutenant J. H. Carter, C. S. Navy, to report to Flag-Officer Hollins for duty at New Orleans. I desire to say that I have respectfully to request, if the interests of the service will not be compromised by it, that Lieutenant Carter be permitted to remain on duty in this department.

The gunboats the enemy have now in the Mississippi River are giving us most serious annoyance, and I find it indispensable, to check their movements and to protect our transports, to have an armed boat under my command. Without its aid our operations would be very seriously obstructed, if not to an extent paralyzed. As a necessity, therefore, I have purchased a strong river boat, which I have secured at a low cost, and have sent it to New Orleans, under the care of Lieutenant Carter, to be cut down and prepared for an armament.

This work is now nearly completed, and as Lieutenant Carter, who has been some time past in service in this region, has a knowledge of our wants and how to meet them, I have respectfully to represent that I should be glad to have him continued under my com-

mand for the purpose of taking charge of this gunboat, and that he be relieved from the operation of the order above alluded to.

I have the honor to be, respectfully, your obedient servant,

L. POLK,

Major-General, Commanding.

Hon. S. R. MALLORY,

Secretary of the Navy.

Report of Major-General Polk, C. S. Army, requesting the services in his department of Lieutenant Maury, C. S. Navy.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,

Columbus, Ky., October 10, 1861.

SIR: I feel constrained to urge upon you the necessity of at once furnishing me an officer familiar with the subject of submarine batteries and capable of a practicable application of this species of defense to the Mississippi River.

I have had some correspondence with Lieutenant M. F. Maury in relation to this matter, and while it would be personally gratifying to me, I think the public good would be greatly promoted by his being ordered to report for duty to these headquarters.

I have the honor to be, very respectfully, your obedient servant,

L. POLK,

Major-General, Commanding.

Hon. J. P. BENJAMIN,

Secretary of War, Richmond, Va.

Letter from Major-General Polk, C. S. Army, to the Secretary of the Navy, regarding the preparation of a gunboat and crippling of two Federal vessels.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,

Columbus, Ky., October 10, 1861.

Under the pressing emergencies of the service on this river, I ordered the alteration and arming of a steamer that was built very staunch to serve as a gunboat. This boat, of which I have written you, is being altered and armed under the direction of Lieutenant Carter, who, by your order, has been allowed to remain with me and complete it. It will be out next week and ready for its guns, and it is so necessary that I have resolved to devote certain guns I obtained for land batteries to her use. These she will take on at Memphis, and will be ready in a few days thereafter for service. Two of the enemy's gunboats came down to this place two days ago and opened fire on the batteries I was putting into position, shelling and throwing round shot. Their fire was returned with vigor and with such success as to cripple them both. One of them, we are informed, sank about 10 miles above this, and the other was so much injured as to be obliged to be relieved of her armament. Had the boat Lieutenant Carter is now building been on hand, we should have been able to capture or destroy them both.

The expense of the construction of Lieutenant Carter's boat, I am informed, is moderate, and the work remarkably well done.

It will be necessary to make provision for the payment of the expenditures incurred in the construction, and I write to say that I shall be obliged by your indicating the mode in which these expenditures are to be provided for.

I have the honor to be, respectfully, your obedient servant,

L. POLK,

Major-General, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Major-General Polk, C. S. Army, to the Secretary of the Navy, requesting the purchase and fitting of three steamers on Western rivers.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,
Columbus, Ky., October 15, 1861.

SIR: I am very much in need of additional boats to operate upon the Mississippi, Tennessee, and Cumberland rivers. I can purchase one on the Mississippi River, a very fine boat, for \$20,000; one on the Tennessee River for \$12,000, and another on the Cumberland River for about the same amount. These can speedily be converted into armed gunboats. They are indispensable to our defenses.

Will you please order their purchase and armament immediately?

Respectfully, your obedient servant,

L. POLK,

Major-General, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Semi-official report of Brigadier-General Alcorn, C. S. Army, giving general advices regarding operations of the enemy and Confederate organization in Kentucky.

HEADQUARTERS,
Camp Hopkinsville, October 21, 1861.

SIR: I had the honor to send you dispatch this morning. The gunboat *Conestoga* passed up to Canton or Linton Saturday, took 1,000 barrels of flour, and passed down again Sunday, I suppose to Smithland. [James S.] Jackson's force at Owensborough is increasing; has 300 or 400 cavalry constantly scouring the country around him. Our friends are suffering greatly. Jackson is receiving large supplies of small arms, Minié muskets, Colt and Enfield rifles; three steamboats, as my spy says, are now discharging at that place; munitions are being sent in quantities to Hartford from Calhoun. The enemy is active, and unless you can move soon in that direction, the pork, bacon, wheat, all subsistence upon which we rely in that direction, will be lost to us. A movement to Madisonville, Calhoun, Henderson, and Owensboro promptly made would give us the whole

country. If this can not be done, then the country will be a barren treasure when acquired.

The Kentuckians still come in small squads. I have induced the most of them to go in for the war. This requires about three speeches a day. When thus stirred up, they go almost to a man. Since I have found that I can't be a general, I have turned recruiting agent and sensation speaker for the brief period that I shall remain. By all means supplies and equipments, if any are to be had, should be sent to this post. I now have about 250 war men, without arms, camp equipage, or anything else.

My quartermaster is out of money, and can't obtain it, except on personal security. At Nashville he obtained \$7,000, of which I advised you, in this way: Happening to meet a responsible acquaintance in that city. This, I submit, ought to be a post or it ought not. Major [James W.] Hewitt has returned. My command is now mustered into the service, except about 60 sick at Clarksville, who will not muster in (although I have written them) until they see me. When I can see them, they will muster in. I can do this as I return home. I know they will do as I say.

Let me impress upon you the necessity of sending a competent officer to command this post; the senior colonel is disqualified; the army will be demoralized under his command; he is clever enough but is indolent, and requires to be looked after. I had about as soon be shot as to leave here, but would rather be shot than remain a hermaphrodite in the service. I have a young man now under arrest for making or using threatening and abusive language on the streets toward myself and the army; among other things, that he intended to shoot myself. Such language should not be permitted, and I shall, unless I find imprisonment at hard labor sufficient to suppress it, make some examples of severity that will be sufficient for the purpose. It is openly avowed that our indulgence results from our conscious weakness. The course of indulgence pursued, you will find, must be changed; sooner or later it must be changed. This you will find, I think, the sooner the better. I don't think I am disposed to tyranny, but a sensible, firm, efficacious, decisive, and prompt authority is necessary to the occasion. I make suggestions, believing that I may do so without offense; always obedient, however, to my superiors.

I hope you will pardon my liberty with you in thus writing to you direct rather than through the adjutant, as my correspondence is not intended to be classified as reports.

Respectfully, yours, etc.,

J. L. ALCORN,
Brigadier-General.

Brigadier-General S. B. BUCKNER, C. S. Army,
Bowling Green, Ky.

Report of Colonel Allison, C. S. Army, of an attack on Camp Joe Underwood, Ky., October 24, 1861.

HDQS. TWENTY-FOURTH REG'T TENN. VOLS.,
Cave City, Ky., October 25, 1861.

SIR: In compliance with your order I left Cave City on the 23d instant at 4 p. m. for Camp Joe Underwood, a distance of 25 miles, with the following force: 250 infantry, Twenty-fourth Regiment Tennessee Volunteers; 120 Tennessee cavalry, under Captains [Oliver P.] Hamilton and [Jacob B.] Biffle, and one piece of artillery, under the command of Lieutenant ———, and arrived at the camp of the enemy the next morning about 5 o'clock. Our advance guard was fired upon by the enemy's pickets, and a general skirmish ensued, when the entire force under my command charged upon the camp, routing the enemy, capturing 14 prisoners, 3 of whom were released upon a parole of honor by me; the others were delivered to you. A number of the enemy were wounded and several reported killed.

All the officers and men under my command acted bravely. We returned to Cave City on the 25th without the loss or injury of a man.

The following contraband articles and property were captured, to wit: 1 gray horse, 11 muskets, 3 rifles, a small lot of ammunition, 3 drums, a lot of knives, etc., besides other articles that have never come into my possession. All of the above articles, etc., are subject to your order.

Respectfully submitted.

R. D. ALLISON,
Colonel, Commanding.

Major-General HARDEE.

Appointment as acting midshipman, C. S. Navy, from the Secretary of the Navy to Edward A. Swain.

C. S. NAVY DEPARTMENT,
Richmond, October 31, 1861.

SIR: You are hereby informed that the President has appointed you an acting midshipman in the Navy of the Confederate States, and you are requested to notify this Department of your acceptance of the appointment.

Should you accept the appointment, you will proceed to New Orleans and report to Flag-Officer George N. Hollins, C. S. Navy, for duty; and you will be careful to continue your studies and prepare yourself for examinations to be held hereafter, when, if found qualified, you will receive the appointment of midshipman in the C. S. Navy.

S. R. MALLORY,
Secretary of the Navy.

Acting Midshipman EDWARD A. SWAIN, C. S. Navy,
Richmond, Va.

Letter from G. A. Henry, esq., to General Johnston, C. S. Army, regarding conditions at Forts Henry and Donelson.

CLARKSVILLE, November 1, 1861.

DEAR GENERAL: I returned home last night from Forts Henry and Donelson, where I went in company with Major Gilmer. Fort Henry is in fine condition for defense, the work admirably done, as Major Gilmer thinks, and the first regiment, under Colonel Heiman, the Tenth Tennessee, the very best I have seen in the service. They are healthy, and in fine discipline. I am glad to make this report, and to say the information I gave you lately was based on an untruthful representation made by the major of that regiment, who was forced to resign his position. I now think, from a personal inspection, it is one of the best regiments in the Tennessee line.

Fort Donelson is in very bad condition. No work has been done of any account, though Lieutenant Dixon, a young officer of great energy, will soon, I hope, have it put in a fine state of defense, unless Major Gilmer shall determine to fortify Lineport instead. He and Dixon were to go to-day to inspect that point and to determine which position should be fortified. I left them last night at 10 o'clock at Dover. Dixon returned yesterday from an expedition down the river, where he had gone to blockade it by sinking old barges in the channel. Two were sunk at Line Island, and six at Ingram's Shoals, some 10 miles below. Captain Harrison, an old steamboat captain, familiar with this river, concurs with Dixon that the work is effectually done. They think it will be impossible for gunboats to pass Ingram's Shoals even when the water is 10 feet higher than it is now. It seems to me the guns at Donelson, if well manned, would be amply sufficient to defend this river against the Lincoln gunboats. Though Donelson is unfortunately located on the river, it certainly possesses great natural advantages against a land attack. A succession of deep ravines nearly surround it, including 10 or 15 acres of land thickly lined with trees in the right place, which, if felled with the tops outward, would protect it against cavalry, the approach of artillery, and almost of infantry. This is my military opinion. I rather think it will be supported by Major Gilmer's.

With great respect, your friend,

G. A. HENRY.

General A. SIDNEY JOHNSTON.

Dixon reported the gunboats in sight when he finished the work at Ingram's Shoals and came up the river.

Letter from W. B. Machen, esq., to General Tilghman, C. S. Army, regarding a reconnoissance in the direction of Cumberland River.

PRINCETON, KY., November 1, 1861.

DEAR SIR: I proceeded yesterday in the direction of the supposed fortification on Cumberland. When within about 12 miles of the point I met the citizens of the country fleeing from their homes with terrible rumors of a Northern army marching through the country in the direction of Hopkinsville from some point on the river, but

could gather nothing reliable from any source, except that the Southern troops had left, carrying off their cannon. I remained until night in that region, and then turned to this point. Here I learn that they had obstructed the river at Ingram's Shoals and had reembarked their guns and gone up the river. The gunboat came up to the obstruction and fired a good many heavy guns, but for what purpose is not known. She left and went down below Eddyville, and possibly out of the river. She is a new boat, and has the appearance of being much more formidable than those heretofore in the river, mounting much heavier guns. I am starting to Eddyville, and, if successful, will be able to give you a more satisfactory detail on my return, which will be as soon as practicable. No troops left, so far as I can learn, though much alarm exists about it. I was unable to get hold of information upon which I could rely so as to send a messenger last night.

Very respectfully, your obedient servant,

W. B. MACHEN.

General LLOYD TILGHMAN.

Report of Lieutenant-Colonel Haynes, C. S. Army, regarding the obstruction of the Cumberland River at Ingram's Shoals.

NASHVILLE, TENN., November 2, 1861.

SIR: I have the honor to report to you that the obstruction at Eddy Shoals, or Ingram's Bar, was completed Wednesday last by sinking three barges, 120 by 27 by 8, filled with stone; also two smaller ones near the bar. This obstruction is complete against the gunboats for any rise less than about 12 feet over present stage. These boats contain about 1,200 tons of stone, and the boats themselves are made of 6-inch scantling. It may be possible that in a few weeks the current which sets in over the head of the bar between the sunken boats may wash out a channel. If so, it can be easily closed by sinking a small boat in the new channel. Lieutenant-Colonel MacGavock, commanding at Fort Donelson, furnished a company of cavalry, three of infantry, and four pieces of artillery to protect the working party, but no enemy appeared. Captain [Lieutenant] Dixon, Engineers, had charge of the force, and Captain H. H. Harrison was intrusted with the sinking of the boats. Two barges were also sunk at Line Island, effecting a barrier there, which may be made complete by sinking a small boat at the head of the island to close a small interval. The people on the river above Eddyville to Dover, 45 miles, are generally enthusiastic for the South, but a few Lincolinites are scattered about, who eagerly carry the news to Smithland. Captain Dixon and Major Gilmer, of the Engineers, are examining the site at Lineport, with a view to fortifying it.

I am, very respectfully, your most obedient servant,

MILTON A. HAYNES,
Lieutenant-Colonel, Artillery.

General A. SIDNEY JOHNSTON, C. S. Army,
Bowling Green Ky.

Letter from Samuel Tate, esq., to General Polk, C. S. Army, regarding general matters.

MEMPHIS, November 6, 1861.

DEAR SIR: I go to New Orleans to-morrow with Captain Hunt, with a hope of being able to make some arrangement by which we may get a large lot of the things now most needed. I can hardly hope to accomplish all that our friend Richmond desires and is willing to attempt, yet we may do something, and anything now is that much in a close place. I learn that the gunboat *Howard* is now due here. There are six 32-pounder guns and one 8-inch columbiad that Captain Hunt tells me are for her. I wish we had a dozen such boats. If we had, I should feel safe. I hope you will not cease your efforts until you get the chain cables now here in place, and as many submarine batteries planted as you think necessary to blow all the Lincoln gunboats out of the Mississippi River. I think we have no positive insurance against these gunboats except in the submarine batteries. These will do, I know. I learned from Mr. Morgan, at Nashville on Saturday last, that they were making 2,800 pounds of powder there daily. Mr. Thomas Lee, of New Orleans, assures me they are making 6,000 pounds daily at that place. The only fear is want of saltpeter, and we have enough of that to keep things going for thirty or forty days, by which time we will have some of our largest caves in operation in Arkansas, besides many of smaller note at other points. Besides this, I think our ports will be open in forty days, and we will be able to get what we want. Then we can fight the North for ten years and make money by it. The Federal fleet is bombarding Port Royal, but as far as heard from we have the best of it. We are looking with great anxiety to hear further from the fleet. We expect to hear of a great battle between Price and McCulloch and Frémont. Our advices assure us Price and McCulloch have made the trip and got together at Neosho with 37,000 men, and Frémont is at Springfield with about 40,000. We have no fear of the result. General, don't forget or neglect the submarine batteries. They are the thing, and should not be delayed. You must make them give you plenty of powder for Fort Pillow and Columbus. A failure to have this thing needful would ruin everything and bring ruin and disgrace upon us all. The month of November will be memorable and bloody.

My best wishes for your success and triumph.

SAM. TATE.

General POLK.

Report of Major Gilmer, C. S. Engineers, regarding the defenses of the Cumberland River.

NASHVILLE, TENN., November 3, 1861.

SIR: I have the honor to report my arrival at this place last evening about 9 o'clock by way of the Cumberland River. After making a careful examination of the country around Clarksville and the Cumberland River as low down as Lineport, 15 miles below Fort Donelson, I have now to report as follows, viz:

* * * * *

Second. As to the defenses of Cumberland River below Clarks-ville, they should be at least as low down as Fort Donelson. Our efforts for resisting gunboats should be concentrated there, and to this end Captain Dixon will do everything in his power to hasten forward the works at that point. Lineport, 15 miles below, presents many advantages for defending the river, but as the works at Fort Donelson are partially built, and the place susceptible of a good defense landward, I advised Captain Dixon to retain the position and construct the additional defenses as rapidly as possible. To obstruct the Cumberland at points below Donelson, old barges and flats have been sunk at Ingram's Shoals, a few miles above Eddyville, and at Line Island, 3 miles below Lineport. In all ordinary stages of water the obstructions render the river impassable for gunboats, and for any other boats at this time. Such, at least, is the judgment of Captain Dixon, who superintended the sinking of the barges.

* * * * *

I am, sir, very respectfully, your obedient servant,

J. F. GILMER,

Major, and Chief Engineer Western Department.

Lieutenant-Colonel W. W. MACKALL,

Assistant Adjutant-General.

Memorandum extract from Guthrie papers.

John Julius Guthrie, lieutenant-commanding, C. S. Navy, was ordered to assume command of the steamer *Red Rover*, purchased at New Orleans, La., for \$30,000, this day, November 7, 1861.

Was ordered to proceed to Memphis, Tenn., November 25, 1861, or other place to meet the floating battery *New Orleans*. Joined her near Columbia, Ark., and arrived at Columbus, Ky., December 11, 1861.

Second Assistant Engineer William Heron reported for duty November 6, 1861, for *Red Rover*.

Third Assistant Engineer James Waters reported for duty on *Red Rover* November 7, 1861.

Third Assistant Engineer John [W.] Dorsey reported for duty on *Red Rover* November 6, 1861.

Report of General Johnston, C. S. Army, regarding the proposed operations of the enemy in Kentucky, and referring to the condition of Confederate defenses.

HEADQUARTERS WESTERN DEPARTMENT,
Bowling Green, [Ky.], November 8, 1861.

SIR: The great superiority of the enemy's force has enabled him to place a heavy column, estimated at 20,000 men, in front of me, and to concentrate auxiliary forces of Kentuckians, supported by Federal troops, on my right and left, threatening flank movements. One of these movements has for its object Nashville, Tenn., which

is one of our principal depots, where large supplies of subsistence for the army east and west are accumulated and valuable manufactories of arms, powder, clothing, etc., are established and in successful operation. The object of the other movement is the breaking up of the Memphis and Ohio Railroad and the occupation of Clarksville, Tenn., which, if effected, turns the right of the columns under General Polk's command.

The effectiveness of the force here is considerably diminished by sickness (in most cases measles), and the same cause has left but a small portion of General Tilghman's command at Hopkinsville, Ky., fit for duty.

These considerations have induced me to draw 5,000 men from General Polk's command to cover the defenses of Clarksville. The Cumberland River defenses will also be thus provided for, besides enabling me to drive back the forces of the enemy concentrating at Hartford, north of Green River, designed I think to operate against Clarksville and Russellville, both of which are on the Memphis and Ohio Railroad.

Three regiments will garrison the fort at Columbus. After deducting them and the force ordered to Clarksville ten or eleven thousand effective men will be left under General Polk's command—a sufficient force for the defense of his front for the present, but much less than I would suggest for the contingencies of the future.

The country between Columbus and the Tennessee River is generally covered by a heavy forest, with undergrowth, and is intersected by numerous roads. It can be defended by a force inferior to the invading force. I am not apprised that the force of the enemy which may be put in motion in his front is superior to that of General Polk.

The ironclad gunboats of the enemy have appeared in the Cumberland River, but were prevented from ascending higher than near Eddyville by obstructions lately placed there by order of General Polk. Boats loaded with stones and sunk on the shoals have also been placed in the river at Lineport.

Twelve miles above Lineport is the site of Fort Donelson. By this time it is in a state of defense, having, besides other guns of less caliber, four 32-pounders and a sufficient garrison. I have also sent to that point four other 32-pounder guns.

Fort Henry is located on the Tennessee River about 12 miles from Fort Donelson. It is a strong work and sufficiently garrisoned by an excellent regiment. There is a small supporting force at each of these forts, consisting, at Fort Donelson, of one regiment of cavalry, and at Fort Henry of one regiment of infantry.

I find it extremely difficult to acquire reliable intelligence of the movements of the enemy except that which the activity of our scouts enables them to furnish, and would be glad to have \$5,000 deposited in a Nashville bank to my credit for secret service.

I beg leave to ask that the staff of the disbursing department, particularly the commissary department, may be supplied at the earliest practicable moment with money.

Extensive preparations have and are being made at Nashville under the medical director for the accommodation of the sick, who

will be sent to that place at the rate of 250 per day, and more if practicable, till they are conveyed hence.

Respectfully, your obedient servant,

A. S. JOHNSTON,
General, C. S. Army.

Hon. J. P. BENJAMIN,
Secretary of War.

This letter has been delayed in consequence of the cutting the direct railroad communication.

Since this was written General Polk has gained a victory over the Federal troops opposite Columbus. They were routed with great loss, and I now consider his situation better than before the conflict.

The movements of the enemy now clearly indicate the correctness of the views expressed in the first part of this dispatch. I therefore find still greater reason for bringing forward the troops ordered from Columbus. Their movement has been delayed by the battle, but I hope they will be in time to anticipate the enemy. I have received information that a gunboat of the enemy has been enabled by a rise in the Cumberland to pass over the obstructions placed in the river.

Very respectfully, your obedient servant,

A. S. JOHNSTON,
General, C. S. Army.

Letter from Brigadier-General Pillow, C. S. Army, to Colonel Bowen, C. S. Army, regarding measures for repelling expected attack of the enemy upon Columbus, Ky.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,
Columbus, Ky., November 16, 1861.

COLONEL: I thank you for the intelligence afforded by your dispatch. Its contents are confirmed by that received from all other sources. The enemy is making preparations upon a large scale to invest this place. My opinion is that he will aim to avoid a conflict or assault on our works, but will surround my position, cut off our supplies, and aim to reduce the place by distress, at the same time harassing us with his gunboats. To provide for this state of things I have procured the fleet of Commodore Hollins, consisting of four gunboats and two floating batteries, mounting in all about 50 or 60 guns. I am making extraordinary efforts to prepare for the enemy's reception. If you have not yet destroyed the cars, I am willing for you to exercise your discretion as to the time of doing so, but do not take too much risk upon that subject. For the enemy to get possession of the cars would be a great point gained by him. If the enemy should throw his forces around my position and cut off communication with you (a possible contingency), you must be prepared to advance upon and attack him in rear; or, in certain contingencies, to dash upon Paducah (if its garrison should be greatly reduced) and seize that place. In other words, confiding much in your judgment, you must have and exercise a large discretion. I will keep you advised as well as I can of the condition of things here, and you must aid me in doing so. With the fleet of gunboats we will de-

stroy the enemy in the end, but we will have hard fighting and plenty of it. If you do not want Wickliffe's command, we can use him here most advantageously, but you must so fortify your position as to be able to maintain your own ground, and, if necessary, assail him around mine. I speak of Wickliffe, because Captain King said you did not want Wickliffe unless he and King could or would unite their commands.

GIDEON J. PILLOW,
Brigadier-General, C. S. Army, Commanding.

Colonel JOHN S. BOWEN,
Camp Beauregard.

[Telegram.]

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT.
Columbus, Ky., November 22, 1861.

We know we shall be attacked soon. The enemy's gunboats came down to-day, made a grand flourish, but did not come within reach of our guns. It is impossible to form any correct idea of his movements, but you can not get up your forces too soon—I fear not soon enough. We can and will hold the position unless we are invested and starved out, and I am exerting every possible effort to get supplies. I have enough now for one month.

GID. J. PILLOW,
General.

ISHAM G. HARRIS,
Governor of Tennessee, Nashville, Tenn.

[Telegram.]

COLUMBUS, November 22, 1861.

I shall want 600 stand—wanted for regiment at Fort Pillow.

* * * * *

Commodore Hollins, whose fleet I have asked for of the Secretary of the Navy, is here with one of his boats; the whole, six in number, are expected in the next two or three days.

I am fortifying near Madrid.

* * * * *

L. POLK.

Colonel MACKALL.

Letter from Brigadier-General Pillow, C. S. Army, to the governor of Tennessee, regarding the movement of reinforcements.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,
Columbus, Ky., November 25, 1861.

Fifteen thousand reinforcements of the enemy had reached Cairo and others were at St. Louis, awaiting transportation, on Saturday. They commenced returning up the river to-day. We have informa-

tion that General Price is advancing on St. Louis. This explains the counter movement, and, I think, will prevent the threatened movement on this place until the winter will close in. We have about completed our defenses, making this place impregnable when sustained with gunboat fleet and with forces near Union City. You may now take time to organize your forces, gather your arms, and largely increase the volunteer forces, holding over the country the call for the militia. Many men will volunteer to avoid the odium of being forced into the service. I deem this important information for you to possess that you may shape your course accordingly.

GID. J. PILLOW.

Brigadier-General, C. S. Army, Commanding.

Governor HARRIS,
Nashville, Tenn.

Burning of the C. S. gunboat Tuscarora, November 23, 1861.

[Extract from the *Memphis Avalanche*, November 26, 1861.]

The Confederate gunboat *Tuscarora*, while coming up the river last Saturday, was discovered to be on fire about half past 12 o'clock, about 15 miles this side of Helena. The flames when first discovered were burning at the forward end of the boiler and directly under the wheelhouse.

The wind was blowing aft very strong, and the flames, despite the efforts that were made to suppress them, spread with fearful rapidity. The boat was run ashore as soon as possible. By this time the whole boat was in flames. The engineer opened the water pipes immediately, so as to save the magazine. He had hardly time to knock out a bulkhead and jump into the water before the shells in the forward and aft shell locker commenced exploding. The crew tried to throw the powder in the magazine overboard, but had not time to do so, the explosion of the shells commencing in seven minutes after the flames were first discovered.

The captain and all the crew escaped unhurt. The explosion of the shells set the negro quarters on Mr. Harbett's [Harbert's] plantation on fire, besides firing the tops of trees and all combustible material. The halyards were burned off, when the flag of the stars and bars floated off and lodged in the top of a tree and blazed out to the breeze just as if it had been placed there by design.

This singular occurrence is interpreted by the gallant engineer, Samuel Brock, as an omen that our cause is bound to triumph under all circumstances.

In order to repossess the flag the tree had to be cut down. Two of the officers and four of the men were left in charge of the wreck. Captain J. W. Dunnington, four officers, and the remainder of the crew reached the city yesterday morning on the steamer *T. D. Hine*, from which point they will proceed to Columbus.

None of the crew saved anything but the clothes upon their persons. The manner in which the fire originated is still a mystery. The most plausible opinion seems to be that some of the crew had shirts drying, which a spark may have set on fire, and the combusti-

ble material and high wind conspired to make a conflagration. At all events the origin of the fire is a mystery.

When the *Natchez* and *Ferd. Kennett* passed yesterday the wreck was still burning, but the magazine being at the stern and covered with water was safe.

The wreck of the *Tuscarora*, it is thought, will be raised without difficulty, and at comparatively little expense.

Letter from Major-General Polk, C. S. Army, to Major-General Price, C. S. Army, regarding the fortifying of Columbus, Ky., and New Madrid, Mo.

COLUMBUS, KY., November 28, 1861.

GENERAL: I avail of the going of one of your command to write a line to say I have strengthened this position until I regard it as safe from any assault the enemy may make against it.

I am now concentrating here a strong force and am fortifying New Madrid.

I have also at my disposal the gunboats belonging to Commander Hollins' fleet, so that we are getting into a position to aid you above.

I shall be governed by circumstances as to my movements, but feel that you should not allow the enemy to rest or move from St. Louis southward.

The messenger will give you further information as to details.

L. POLK,

Major-General, Commanding.

Major-General STERLING PRICE,
Missouri State Guard.

Report of Lieutenant Minor, C. S. Navy, advising improved organization of the ordnance department at New Orleans.

NAVAL ORDNANCE OFFICE,

New Orleans, La., December 3, 1861.

SIR: I enclose you a list of the gunboats and floating batteries, together with a statement of the sums now due and becoming due, for work done and yet to be completed for the ordnance department of this station.

In order that justice may be done the Government, the ordnance office here should be organized by the appointment of an experienced officer to take charge of it, assisted by two others, to attend to the inspection and details. It is an impossibility for one officer to attend to the whole of it, and unless our material is inspected and subjected to the proper test, we will be fighting our enemies on very unequal terms.

There is work enough for the undivided attention of at least three officers, and the sooner they begin their labors the better will it be for the pecuniary and other interests of the service.

I am, respectfully,

R. D. MINOR,

Lieutenant, C. S. Navy.

Captain D. N. INGRAHAM,
Chief Bureau Ordnance and Hydrography.

Letter from Commander Maury, C. S. Navy, to Major-General Polk, C. S. Army, regarding the preparation of submarine batteries at Richmond.

RICHMOND, December 4, 1861.

GENERAL: I suppose my letters to Lieutenant Brown (written, one about the 3d, the other some two weeks ago), on submarine batteries, have miscarried. Assuming that you would want them for the river at Columbus, I have been pushing them forward. I shall have, by the end of this week, six all ready to be filled and planted. An unexpected run of good luck has enabled me to do this. I have twenty-five underway, all of which, if, in spite of the driftwood and other habits of the Mississippi, they can be made to answer for that river, are at your service. I wrote Brown a full description of them. He will know how to plant them. If I can find time, when they are ready I should like to come myself and see that everything is right. The tanks, such as I have already sent to Memphis as samples for Lieutenant Brown, will, I fear, have to go as freight through Georgia, on account of our burnt bridges. Still, I suppose that these tanks may be sent from here sooner than they can be made in Memphis. At any rate, I shall hurry them on with all dispatch unless you direct otherwise.

Yours, very truly,

M. F. MAURY.

General POLK,
Columbus, Ky.

Letter of introduction from Messrs. Brown and Harding to General Johnston, C. S. Army, in the interests of the preparation of a gunboat for the protection of Cumberland River.

NASHVILLE, December 5, 1861.

This will be presented by Captains Shaw and Lawson, who visit you for the purpose of conferring about the propriety of constructing a gunboat for the Cumberland River, or rather, to convert a steamboat to that use. Of the efficacy of such a means of defense we are not competent to decide, but we are persuaded that it would be of great utility, and from the present aspect of affairs we are strongly convinced that this river needs every means of defense practicable. These gentlemen have had a good deal of experience in steamboating, but what familiarity they have with this species of craft we do not know.

Respectfully,

NEILL S. BROWN.
W. G. HARDING.

General A. S. JOHNSTON.

[First endorsement.]

I am deeply impressed with the importance of Confederate gunboats on both the Cumberland and Tennessee rivers, and shall be much pleased to see the policy adopted.

ISHAM G. HARRIS.

[Second endorsement.]

I know the bearer, and have confidence in his skill and energy, and feel the necessity of gunboats.

V. K. STEVENSON.

[Third endorsement.]

Report on this proposition.* Keep in view the best defense of the river, with the amount of guns we may hope to command. The best defense is wanted.

By order of General Johnston :

W. W. MACKALL,
Assistant Adjutant-General.

Major GILMER,
Chief Engineer, Nashville.

Letter from A. L. Saunders, esq., to Major-General Polk, C. S. Army, announcing the forwarding of submarine batteries to Columbus, Ky.

MEMPHIS, December 5, 1861.

This morning I succeeded in having nineteen of my improved submarine batteries forwarded to Columbus by rail. I had hoped that the entire order for fifty would have been by this time completed, so that I could have been present and supervised their deposit in the river. I have previously sent to Colonel Richmond the plan I proposed to submerge them. Commodore Hollins will understand it, and, of course, place them in such manner as will not for the present endanger the navigation of the river by the vessels under his command. The cases are to be charged with powder (25 pounds) when ready for submerging. The levers are only to be screwed in after the anchor and weight are properly deposited in the bed of the river with the cordage attached to the cases. Without the levers in, it would be almost next to an impossibility to explode one, so that they can be handled with perfect safety even when charged with powder. I find it will be necessary to remain here for the present to supervise the construction of the remaining batteries, as I wish to see that each one is perfect before being forwarded.

Hoping that you will give instructions for the deposit in the river of those already shipped, and that the result will be a success, I remain, respectfully, your obedient servant,

A. L. SAUNDERS.

Major-General POLK,
Columbus, Ky.

* For Gilmer's report, see A. W. R., Vol. 7, p. 748.

Letter from D. M. Frost, esq., to Hon. E. C. Cabell, giving observations made in journeying between Memphis and St. Louis.

MEMPHIS, TENN., December 9, 1861.

MY DEAR SIR: Agreeably to your request, I beg leave to state that the following is the result of observations recently made by me whilst going to, remaining at, and returning from St. Louis.

St. Louis is surrounded by a single line of detached works of earth which are well constructed, but so located as to admit of the passage of troops between them without coming under fire. This defect would have been remedied if the original plan of a second line of advanced works had been carried out. This intention has, however, been abandoned.

I learned from what I deemed good authority that a force of 30,000 or 35,000 men could be detached from Missouri for a Southern expedition and still leave a sufficient force in the State to hold that portion of it now in the possession of the Federal Government. It is generally understood to be the intention of Halleck to advance upon Columbus from Cairo in the latter part of this month or the first of the next, with a force of from seventy-five to a hundred thousand men. Accompanying this land force will be a flotilla of some twenty or thirty gunboats, which are cased with 2½ inches iron amidships, so as to protect the machinery, and some thirty mortar rafts, each carrying a 13-inch mortar, with a bulwark of iron plates three-eighths inch thick to protect riflemen. These will be towed into position by diminutive tugboats or propellers. The gunboats will generally carry eleven guns of large caliber. The whole expedition will be thoroughly equipped, and the flotilla will be manned by experienced sailors and officered by officers of the Navy. They will come with the full intention of taking the place at any cost, and declare that to be their determination, though it cost 20,000 men. I think the attack will be very formidable.

Columbus is tolerably well fortified with the usual fieldworks on the land side, while the steep bluff is a sufficient protection from assault on the river front. It strikes me, however, that there is a deficiency of guns in position for a horizontal fire, which, of course, is best for inexperienced gunners. The plunging fire from the high bluff is admirably fitted for the sloping sides of the gunboats, but will be quite uncertain. The large area of the fieldworks will give a fine target for mortar practice, which may have the effect to demoralize green troops. The want of experienced officers seems to be felt in the garrison.

Fort Pillow is a place of much greater natural strength than Columbus, and the batteries are well constructed and well located. Some sixty guns can be brought to bear on almost any point of the river within range.

I did not see the works on the land front, but was informed that they were well placed and very extensive, requiring a large garrison. The present garrison of Fort Pillow is insufficient to man the guns on the river front for any protracted engagement.

I look upon this place as one of great importance. Should boats be able to get past Columbus they could be very effectually stopped here. It is not so much exposed, or at least the main batteries are not, to a mortar fire, and it would form an excellent rallying point

to any troops that might meet with a reverse in front. It ought to be commanded by an experienced and scientific officer and kept well provisioned.

With regard to affairs in Missouri General Price has advanced toward Sedalia and issued a proclamation calling for 50,000 men. It is supposed that he will obtain them. If he does, he ought, of course, to make a demonstration toward St. Louis, in order to retain there as much as possible of Halleck's force, and at the same time he ought by all means to attack and take Fort Leavenworth, which contains supplies of every kind sufficient to winter his army, and which are estimated by those who transported them to be worth \$8,000,000. Having taken Fort Leavenworth and destroyed the Hannibal and St. Joseph Railroad before he did so, he could then, with that force, sweep down through Kansas and exterminate the jay-hawking bands of Lane and Montgomery, which he could easily do, as he would then have them between two fires.

By very prompt and energetic action, such as he has heretofore exhibited, it is not impossible that Halleck's great expedition might be paralyzed; but to do this he must have a large force, and to obtain this it has been necessary for him in the proclamation referred to to confess his present weakness.

When we look at the great necessity that exists for troops in this direction, it seems impossible that the recent movement of troops from that theater to Arkansas can be justified.

I need not tell you that to lose Memphis now would be to lose the heart of the Southwestern States of the Confederacy. To prevent this it is necessary that those States should strain every nerve to reinforce Fort Pillow and Columbus, and that speedily, and at the same time everything now possible should be done to give heart and hope to the people of Missouri.

Very truly, yours,

D. M. FROST.

Hon. E. C. CABELL.

Letter from Neill S. Brown, esq., to the Secretary of War, introducing the mayor of Nashville, visiting Richmond in the interests of gunboat construction for the Western rivers.

NASHVILLE, December 14, 1861.

SIR: This will be presented to you by R. B. Cheatham, esq., mayor of Nashville. After an interview with General A. S. Johnston he visits Richmond for the purpose of urging the expediency of constructing gunboats for the use of the Cumberland and Tennessee rivers, or rather of converting steamboats into gunboats. I commend him to your kind and respectful notice as a gentleman of intelligence and energy, and who is familiar with our wants, our territory, and necessities. I will add on this subject my own conviction of the utility of one or more gunboats on each river. I am of opinion that our city, with all its public stores, is in imminent peril. You are aware that the force of the enemy in front of Bowling Green is not less than 75,000, and perhaps 100,000. We have not half that number to oppose them. Our new forces now assembling will be indifferently armed, and our stock of lead is lamentably short. Can we

not get a supply of lead from Virginia? We wish the real lead for rifles. I respectfully urge upon you also the necessity of appointing a brigadier-general of the interior for this place to attend to the thousand and one items that are oppressing the service and will not admit of delay. Among his other duties should be added the entire care of the railroad bridges of the State and to have them well guarded. Such an officer should be a brigadier-general, to give him weight and influence, and if he is a painstaking man, popular and energetic, he could do more good than if he were in the field winning victories. The necessity of such an appointment here is obvious. As it is, there is confusion and delay, and the commanding general is constantly harassed with these details and less able to attend to them than one specially assigned.

Respectfully,

NEILL S. BROWN.

Hon. J. P. BENJAMIN,
Secretary of War.

Letter from Hon. John J. McRae to the President, regarding military protection for the Gulf coast.

JACKSON, MISS., *December 14, 1861.*

DEAR SIR: I am earnestly requested by the people of the Mississippi Gulf coast and by Governor Pettus to ask the attention of the President and the Secretary of War to the defense of the coast by a military force on shore sufficient to protect property and repel invasion by the enemy. The governor requests me to ask that three regiments shall be accepted into the Confederate service, under the act authorizing troops to be accepted for local defense, to be stationed on the coast; also a battalion, which he has now organized and equipped, and which could be sent there immediately. It is also requested by him and by the Hon. R. Seale, representative from the coast, that the Third Regiment, Colonel Deason's, shall be one so accepted, and that it be ordered back to the coast, from which it was, by recent order of General Johnston, removed to Columbus, Ky., where it now is. The reason for this is that this regiment is composed mainly, or in large part, of men familiar with the coast, its bays, and bayous, and accustomed to the management of water craft. This is very important, and the governor authorizes me to say he will supply its place at Columbus with another regiment at the earliest practicable day. The legislature has made an appropriation of \$250,000 to build gunboats on the coast, and force will be required to protect the points at which they are to be constructed. The necessity of a military force for our coast protection and defense is imperious, and I earnestly and respectfully urge it upon the President and Secretary of War.

Most respectfully, your obedient servant,

JOHN J. McRAE.

His Excellency JEFFERSON DAVIS,
President, Richmond.

The Seventh Regiment, Colonel Goode's, is now upon the coast, at Bay St. Louis, and in the Confederate service, under command of General Lovell. This to be one of three.

J. J. M.

Letter from Secretary of the Navy to Major-General Polk, C. S. Army, requesting cooperation in the construction of gunboats at Memphis.

C. S. NAVY DEPARTMENT,
Richmond, December 24, 1861.

SIR: The completion of the ironclad gunboat at Memphis by Mr. [John T.] Shirley is regarded as highly important to the defenses of the Mississippi.

One of them at Columbus would have enabled you to complete the annihilation of the enemy.

Had I not supposed that every facility for obtaining carpenters from the army near Memphis would have been extended to the enterprise, I would not have felt authorized to have commenced their construction then, as it was evident that ruinous delays must ensue if deprived of the opportunity of obtaining mechanics in this way.

These vessels will be armed with very heavy guns, and will be ironclad, and with such aid as mechanics under your command can afford they may be completed, I am assured, in sixty days.

May I ask, therefore, that you will extend to this Department the necessary aid? The men may be furloughed for this special service, and the highest current wages will be paid them.

The Department, to induce the construction of the boats, has to be in advance to Mr. Shirley, and the Government may be said to be exclusively interested in their speedy completion.

I have also to ask that, if practicable, a guard be assigned to protect these vessels. Though Mr. Shirley stands in the light of a contractor, he seems to have been guided also by patriotism and an unselfish desire to do all in his power to serve us, and has undertaken to construct the vessels at our own estimates.

Unless mechanics could be obtained from the forces under your command, the completion of these vessels will be a matter of uncertainty, and the Government will lose their services and sustain all the pecuniary loss.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Major-General L. POLK,
Commanding Forces at Columbus, Ky.

[Telegram.]

COLUMBUS, [KY.,] *December 24, 1861.*

It has been several months since a large portion of this army has received any pay, and a number of regiments have never received a dollar since entering the service. They are getting very sore under this state of affairs, and I respectfully entreat that the necessary funds to pay this army be at once forwarded or placed to my credit at the earliest practicable moment.

L. POLK.

HON. J. P. BENJAMIN.

[Telegram.]

COLUMBUS, [KY.,] *December 24, 1861.*

Do you still want support? Answer.

L. POLK.

General JOHNSTON.

[Telegram.]

DECEMBER 24, 1861.

Yes. Ten thousand or more if possible, without delay of a day.

A. S. JOHNSTON.

[LEONIDAS POLK.]

[Telegram.]

COLUMBUS, [KY.,] *December 24, 1861.*

I have resolved to send you Bowen's command of infantry, about 5,000 strong, and have to-day issued orders to him to move at once. He will divide his force into two parts; one-half will go by wagons to Paris, the other half via Union City and Humboldt. I retain his cavalry and two batteries of artillery, and will replace his forces at Feliciana by four regiments, sixty days' men from Mississippi.

I keep the cavalry and artillery because I suppose you do not want them.

L. POLK.

General JOHNSTON.

[Telegram.]

BOWLING GREEN, [KY.,] *December 24, 1861.*

Order the troops to this place. Send the troops first; send the wagon transportation as soon as possible after them. If you can spare artillery, send it.

W. W. MACKALL,
Assistant Adjutant-General.

General POLK,
Columbus.

*Instructions from the Secretary of the Navy to Lieutenant Brown,
C. S. Navy, regarding the purchase of vessels.*

C. S. NAVY DEPARTMENT,
Richmond, December 25, 1861.

SIR: The Hon. R. B. Cheatham, mayor of Nashville, has brought to the attention of the Department the names of four steamboats now at that city, which, in his judgment, may be so altered as to make efficient gunboats in from thirty to fifty days. These boats are, through him, offered to the Government at the following prices, viz: *Hillman*, \$40,000; *James Johnson*, \$35,000; *J. Woods*, \$40,000; and *B. M. Runyan*, \$25,000.

It is presumed that these are the ordinary river boats, with the usual exposure of walking beam and boiler on deck, and that to enable them to be serviceable at all the boilers and much of the machinery must be placed below in the bottom. From their great lengths and vulnerability at all points, it is presumed that the best means for fighting their guns will be fore and aft.

There may be other steamers better calculated for gunboats, and you will exercise your best judgment in selecting and recommending the purchase of such as you may deem, under all aspects of the subject, best for the purpose. These four are called to your attention only because Mr. Cheatham has informed me of them.

In view of the urgent demand for these vessels on the Cumberland River, you are authorized to conclude the purchase of four boats, and to proceed forthwith with the necessary alteration and armament, advising the Department of your proceedings by telegraph.

Should the prices asked be, in your judgment, too great, you will call upon the holders to submit the question of price for arbitration.

Mr. Cheatham proffers his services to you, and his aid may be important to you in procuring workmen, etc.

If you can effect all the necessary work by contract, stipulating the time and forfeiture of a given amount per day for every day over the contract, you would probably save time and money both. Should you only be able to fit two boats at once, then, perhaps, it would be well to purchase but the two, as others of a superior character might be subsequently offered.

The Department, upon receiving information of your arrival at Nashville to enter upon the work, will at once make a requisition in your favor to place you in funds to go on with this important work and will look to your knowledge, zeal, and ability for its prompt completion.

You will exercise your discretion with regard to the batteries and the protection from the shot of the enemy to be adopted.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Lieutenant ISAAC N. BROWN, C. S. Navy.

Extract from diary of Lieutenant Guthrie, C. S. Navy, commanding floating battery New Orleans.

C. S. FLOATING BATTERY NEW ORLEANS,
Thursday, January 7, 1862.

Enemy approaching about 10 o'clock a. m. Mr. Samuel Burnham volunteered his services and was accepted by Captain Guthrie, who placed him in charge of gun No. 3. Beat to quarters. Sunk the dock and prepared for action. About 1 o'clock p. m. the enemy returned toward Cairo. Our men willing and anxious for a fight.

An Act making appropriations for certain floating defenses.

Be it enacted by the Congress of the Confederate States of America, That the sum of \$1,000,000 be, and the same is hereby, appropriated for floating defenses for the Western rivers, to be expended at the discretion of the President by the Secretary of War or Secretary of the Navy, as he shall direct.

Approved, January 9, 1862.

Report of Major-General Polk, C. S. Army, requesting support in view of expected attack by Federal forces upon Columbus, Ky.

HEADQUARTERS FIRST DIVISION, WESTERN DEPARTMENT,
Columbus, Ky., January 12, 1862.

GENERAL: I think it proper to say to you that the preparations of the enemy, which have been so long on foot for an attack on this place, seem now to have been completed, and I am advised of his purpose to make that attack in the next three or four days.

Of the character of his preparations for an attack by water you will judge by the report of his force contained in the accompanying slip, which I am advised is reliable. I am also advised that he has concentrated a large force at and around Cairo for a land attack.
* * *

My own force at this place, you will see, amounts to about 12,800 men ready for duty. You will see we require support. If you could give it, it would be timely and acceptable.

Respectfully, your obedient servant,

L. POLK,
Major-General, Commanding.

General A. SIDNEY JOHNSTON,
Comdg. Western Department, Bowling Green, Ky.

[Enclosure.]

Enemy's flotilla, under command of Commodore Foote: 38 mortar boats with one 13-inch mortar each; 28 transports; 12 gunboats, fifteen guns, 32 and 48 pounders, except the *Benton*, which has an armament of 18 guns, 2 of which are 9-inch Dahlgrens, the others 32 and 48 pounders.

The armament is distributed to fire on either side, three in the bow and two at the stern.

The mortar boats have no propelling power, but are towed into position by small tugboats.

[Telegram.]

BOWLING GREEN, *January 14, 1862.*

Have received information this morning that great preparations are making to attack Columbus. All the gunboats ordered to Cairo. One of General Polk's men deserted and now at Paducah. They say

Pillow has resigned, and that the bulk of your force has left for this place.

Force at Paducah ordered to be ready to move.

W. W. MACKALL,
Assistant Adjutant-General.

General POLK,
Columbus.

[Telegram.]

FORT HENRY (VIA DANVILLE), *January 14, 1862.*

A messenger reached here just now from Paducah with information from a reliable source that a division of 60,000 men, supported by eleven gunboats and thirty mortar boats, carrying not less than 160 guns, will move up Cumberland and Tennessee rivers on next Thursday. I sent copy of letter by mail.

A. HEIMAN,
Colonel, Commanding Fort Henry.

General POLK.

[Telegram.]

COLUMBUS, KY., *January 17, 1862.*

The enemy has commenced his movement on Columbus. I require strong reinforcements. I will send the Third Mississippi forward so soon as the relief you promised shall arrive.

L. POLK.

Hon. J. P. BENJAMIN.

[Telegram.]

FORT HENRY, *January 17, 1862—4 a. m.*

We have four gunboats, one transport, and I think one mortar boat just below us. I am prepared for this much. Will report further.

LLOYD TILGHMAN,
Brigadier-General.

Major WILLIAMSON.

[Telegram.]

FORT HENRY, *January 17, 1862—9:30 a. m.*

Three of the gunboats have opened on us out of their own range. I have not returned the fire, but proceed with my preparations. Men very cool.

TILGHMAN.

Colonel WILLIAMSON.

[Telegram.]

BOWLING GREEN, *January 18, 1862.*

COLONEL: Fort Henry, on the Tennessee River, is attacked. General Johnston directs you to move all the efficient men of your regiment by railway to the crossing of the Tennessee, and thence to Fort Henry. Answer.

W. W. MACKALL,
Assistant Adjutant-General.

Colonel W. R. SMITH,
Tuscumbia, Ala.

Report of General Johnston, C. S. Army, regarding attack by Federal gunboats upon Fort Henry, Tenn.

HEADQUARTERS WESTERN DEPARTMENT,
Bowling Green, January 19, 1862.

SIR: On the 17th Fort Henry, on the Tennessee, was attacked by three gunboats, accompanied by transports. They did not approach near enough for their shot to reach; our batteries, though ready, did not reply. They have certainly landed troops and wagons from their transports a few miles below the fort, on the west side of the river.

Reports from Paris, [Tenn.], last night report a mixed column of 6,000 men 8 miles west of Murray, [Ky.], marching on Fort Henry, and a column of 2,000 marching on Murray from a point on the Tennessee north and east of Murray.

A. S. JOHNSTON,
General, C. S. Army.

J. P. BENJAMIN,
Secretary of War, Richmond.

SPECIAL ORDER, }
No. 140. } HDQRS. 1ST DIVISION, WESTERN DEPARTMENT,
Columbus, Ky., January 21, 1862.

You are hereby ordered to seize upon all skiffs, canoes, or other small craft found on either bank of the river from Columbus to New Madrid.

By command of Major-General Polk:

A. H. POLK,
Aid-de-Camp.

Captain MARSH MILLER,
Steamer Grampus.

Report of Brigadier-General Pillow, C. S. Army, regarding preparations of the enemy for attacking Columbus, Ky., also the battle of Belmont, Mo.

COLUMBUS, KY., November 13, 1861.

Since the battle of Belmont and the inglorious defeat of the enemy's picked troops he seems to be driven almost to madness. He is now making preparations upon a gigantic scale to invest this place. He is drawing his forces from every available point of the Northwest, and will be able to bring a force of 30,000 men to invest. Our great want is armed boats. With these to meet and hold in check the enemy's gunboats, we can successfully meet his forces. The attack we are assured will be made in the course of eight days, if it be possible. Let us have the New Orleans fleet of armed vessels. The battle of Belmont was a hard-fought conflict of four hours. Twenty-five hundred men fought 7,500. When our ammunition was exhausted, we drove his line back in three different charges; but, supported by his immense reserve, we were at last forced to fall back to the bank of the river, from which place, by a rapid flank movement under the bank of the river, myself, with two fresh regiments, turned his left and attacked him in the rear. The victory was complete. Our total loss was 632; theirs about 2,000. Please answer about fleet. General Polk's injuries were more serious than was at first supposed. He found it necessary to turn over the command for the present to,

Respectfully,

GID. J. PILLOW,
Brigadier-General, C. S. Army, Commanding.

President DAVIS.

Memorandum from Commander Whittle, C. S. Navy, recommending that Island No. 10 be strengthened by batteries in that vicinity.

[Memorandum for General Polk.]

JANUARY 21, 1862.

I have visited Island No. 10 and the positions in that vicinity and agree with Captain Gray in the importance which he attaches to them.

It would be well, in my opinion, to remove at once to that vicinity all the troops and guns from Fort Pillow except a small battery and the men necessary to fight it, and to strengthen the different points about the island by the establishment of batteries at selected points, to contain in all from forty to fifty heavy guns, sustained by a land force of from 4,000 to 5,000 men. This done, and the works pushed on to completion, would greatly add to, if it did not entirely insure, the security of the valley of the Mississippi.

General Thompson thinks that the visit of the *General Polk* to New Madrid and her frequent appearance in that neighborhood is important. If I ever saw a position where steamers of war could be stopped

by batteries, it is the one embraced in the remarks which I, with great diffidence, have taken the liberty to submit.

I should have done myself the pleasure of seeing you personally, but I am quite unwell and much debilitated.

WM. C. WHITTLE,
Commanding Naval Forces, Columbus.

Proclamation by the President of the Confederate States, granting amnesty to certain citizens of Kentucky.

Whereas some citizens of Kentucky, deluded by the false hopes that the Union would be reconstructed and that the Federal Government might be administered upon the principles of the Constitution, have taken up arms in its support; and

Whereas the wanton seizure of property and persons by that Government in violation of the fundamental privileges of the citizens of Kentucky, and the subsequent course of public affairs have proved the fallacy of those hopes, and made it manifest that the people of Kentucky must decide between a union of their destiny with the United or the Confederate States; and

Whereas information has been received that many of the citizens of Kentucky, induced by considerations of interest, habit, and feeling to desire a union with the Confederate States will leave the Federal armies with which they are now engaged and hereafter obey and respect the Confederate Government upon proper assurances of amnesty for the past and protection for the future;

Now, therefore, I, Jefferson Davis, President of the Confederate States, do grant a full, free, and entire pardon to all persons of all treasons, misprisions of treason, and other indictable offenses against the Confederate States committed within the State of Kentucky prior to the publication of this proclamation and ——— days thereafter; *Provided*, the persons applying for such pardon shall take an oath to support the Constitution of the Confederate States and subscribe an assurance to obey their laws. And the penalties incurred or supposed to be incurred by all of the said citizens of Kentucky taking such an oath and making such an assurance are hereby remitted and released.

In testimony whereof I have hereunto set my hand and caused the seal of the Confederate States to be affixed this 23d day of January in the year of our Lord 1862.

[SEAL.]

JEFFERSON DAVIS.

By the President:

R. M. T. HUNTER,
Secretary of State.

Memoranda of suggestions to be laid before the major-general commanding by the chief of heavy artillery.

HEADQUARTERS HEAVY ARTILLERY,
Columbus, Ky., January 26, 1862.

The guns at Fort Columbus are now all in battle order; the traverse circles are being laid down; all the chassis then will work as well as can be expected. I would now respectfully suggest:

First. To have the covered way built as soon as practicable, the batteries below blinded in case they should take too much time. A gabion traverse should be placed between every section (two guns) in order to protect the gunners from the explosion of shells.

Second. The police of the fort is in a deplorable condition; the filthy habits of the infantry garrison should be attended to; sinks should be provided in two or three points, and the men punished when at fault with police regulations.

Third. I would respectfully again insist upon the drill by squad, by company, by the whole regiment, and ball practice once a week. This can not be done unless the artillery corps is relieved from fatigue duty.

Fourth. The fougasses intended to protect and cover the Moscow road, and one or two other points already indicated to Captain Wintter, of the sappers and miners, must be loaded at once and well protected against dampness.

Fifth. The proper way to increase the efficiency of our fire upon the weakest point (the river) is to lengthen as much as possible our line of fire. I would propose that the following points should be selected as proper situations for batteries.

A. The commanding hill on the river, known as Hamilton's Point, three guns—two 64-pounders and one rifled 32-pounder.

B. The flag station to cover the Mayfield and Blandville roads and defend the Hamilton battery, besides that to command the main ravine which otherwise might be used for a mortar battery by the enemy—one smoothbore 32-pounder, two rifled 32-pounders.

C. I would recommend the addition of two 64-pounders to the navy battery.

D. I would suggest the propriety of establishing a battery of heavy guns at the point now occupied by the floating battery.

E. The bend of the river below Rucker's battery must be commanded by a six-gun battery established on the bluff, 350 yards nearer to Crow's Point than the farmhouse on the hill. That battery, one of the most important, would prevent the enemy's gunboats from outflanking our position and shelling the rear and left of our camp. The heaviest caliber must be chosen for that purpose. I would suggest that Colonel Gibson's regiment be encamped around that battery, and that one of his companies should man the guns.

F. If any 32-pounder guns can be spared, it would be advisable to place two on General Cheatham's line fronting on the Moscow Hill.

Sixth. The formation of the chain of hills around Columbus is very peculiar. It commences on Hamilton's Bluff and extends in a regular manner describing a semicircle all around our lines, ending at Crow's Point. The survey begun by Captain Gray will exhibit

this peculiarity, of which the enemy can take advantage to establish his line of attack. Four works of small development are necessary to render this naturally strong position impregnable, to wit:

	Men.
1. The battery on Hamilton's Bluff.....	120
2. A redoubt on the hill, where fougasse No. 5 is placed, two 6-pounders...	60
3. A redoubt, with two small lunettes on Clinton Hill, two small caliber (6-pounders)	60
4. The battery on Crow's Point (letter E) and a work large enough for 380 men. (square redoubt).....	380
Total.....	620

Those works being open to our fires, the enemy will not gain anything except the position if the works be taken, and as they flank each other it must be done at a great sacrifice of life. Of course, in that case the guns must be destroyed and the works blown up.

Seventh. The permanent occupation of Hickman by the erection of a redoubt on the hill facing the river and commanding the railroad; a battery of four 32-pounders and one battalion of infantry can hold their own until reinforced. A gunboat should ever be kept moving between that place and Columbus and back to Hickman and down to New Madrid.

Eighth. The strategic importance of Island No. 10 is so great that it now becomes indispensable to occupy it strongly and permanently. I will report upon that point to the major-general commanding at an early period.

Ninth. I propose, if the major-general should allow me to do so, to report upon the position and the works erected at New Madrid, Fort Thompson, and Fort Pillow.

Tenth. During my absence from Columbus I would suggest that Captain A. Jackson, jr., be placed in command of the battalion as acting colonel, Captain Sterling as acting lieutenant-colonel, and Captain Jones as acting major. These three officers are gentlemen of high tone and energy, fully up to the emergencies.

Respectfully submitted to the major-general for consideration.

J. TRUDEAU,
Chief of Heavy Artillery.

Letter from Major-General Hardee, C. S. Army, to General Hindman, C. S. Army, referring to the loss of the Tennessee River and probable loss of the Cumberland.

Confidential.]

HDQRS. CENTRAL ARMY OF KENTUCKY,
Bowling Green, February 7, 1862.

GENERAL: It is desirable that you should at once send all your sick and baggage here. The loss of the Tennessee River and the probable loss of the Cumberland renders our position here not so formidable, and it may be necessary for us to change front. Talk loudly of an advance as the only means of extricating us—that is, if you talk at all—and our invincible determination to hold on to Bowling Green at all hazards and to the last extremity. I suppose,

of course, the enemy has heard of the fall of Henry. You had better draw nearer to us; not nearer than Oakland.

With high respect, your obedient servant,

W. J. HARDEE,
Major-General.

General T. C. HINDMAN,
Commanding Advance Forces.

[Telegram.]

PARIS, TENN., *February 8, 1862—11 p. m.*

No further news from Donelson. Three of our steamers, viz, the *Orr*, *Appleton Belle*, and *Lynn Boyd*, were burned yesterday morning by our men to prevent them from falling into the hands of the enemy; all on board escaped safely. Five hundred Federal infantry and three transport boats are at the bridge, burning and destroying all the houses this side of the river. The bridge is now on fire. The condition of the roads prevented our bringing but few tents, without flies, but few cooking utensils, no extra clothing. The lives and health of the men require that we should have some more necessaries if we are to remain here long. We leave in the morning and will camp a few miles east of this place, and will scout continually toward the river. The rolling stock on the railroad all safe.

J. H. MILLER,
Lieutenant-Colonel.

Major-General POLK.

[Telegram.]

CUMBERLAND CITY, *February 12, 1862.*

Steamboat, just arrived, brings me dispatch from my picket below Eddyville. Says gunboat and transport passed up 10 o'clock last night. I have heard ten heavy discharges of artillery. I leave immediately for Donelson. Shall suspend order for Buckner to fall back at present.

GID. J. PILLOW.

General FLOYD.
(Forward to General Johnston, Bowling Green, Ky.)

Destruction of steamboats on Tennessee River.

[Extract from the Richmond Despatch, February 12, 1862.]

MEMPHIS, *February 11.*—There has been a heavy loss of steamboats on the Tennessee River, in consequence of the invasion by the Federal gunboats *Lexington*, *Conestoga*, and *Sam Orr*. On Saturday the *Appleton Belle* and *Lynn Boyd*, Confederate boats, were burned by our troops at the mouth of Duck River. The *Sam Kirkman*, *Julius*, and *Time*, also Confederate boats (the latter with

\$100,000 worth of Government stores), were abandoned and burned at Florence on Saturday. The steamer *Dunbar* was sunk in Cypress Creek; the *Eastport* was sunk. The *Cerro Gordo** and *Sallie Ward* were the only Confederate boats captured by the Federals. The *Robb* escaped.

The Federal gunboats have left the river, but were expected to return. They took 20,000 pounds of salt pork from Florence, but refused to touch private property, not even cotton.

Letter from General Beauregard, C. S. Army, to General Johnston, C. S. Army, discussing the military situation.

BOWLING GREEN, KY., February 12, 1862.

GENERAL: By the fall of Fort Henry the enemy, having possession of the Tennessee River, which is navigable for their gunboats and transports to Florence, it becomes evident that the forces under your immediate command and those under General Polk, separated, unfortunately, by that river, can no longer act in concert, and will be unable to support each other until the fortune of war shall have restored the Tennessee River to our possession or combined the movements of the two armies in rear of it.

It also becomes evident that by the possession of that river the enemy can concentrate rapidly, by means of his innumerable transports, all his disposable forces on any point along its banks, either to attack Nashville in rear or cut off the communications of Columbus by the river with Memphis, and by the railroads with the Memphis and Charleston Railroad.

Should the enemy determine on the former plan of operations, your army, threatened in front and on right flanks by Buell's large army, will be in a very critical condition and may be forced to take refuge on the south side of the Tennessee River, in Alabama and Georgia or eastern Tennessee. But should Halleck adopt the second plan referred to, the position of Columbus will then become no longer tenable for an army inferior in strength to that of the enemy, and it must fall back to some central point where it can guard the two main railroads to Memphis, i. e., from Louisville and from Charleston. Jackson, Tenn., would probably be the best position for such an object, with strong detachments at Humboldt and Corinth, and with the necessary advance guards. The Memphis and Charleston road, so important on account of its extension through eastern Tennessee and Virginia, must be properly guarded from Iuka to Tusculumbia, and even to Decatur, if practicable.

Columbus must either be left to be defended to the last extremity by its proper garrison, assisted by Hollins' fleet of gunboats, and provided with provisions and ammunition for several months or abandoned altogether, its armament and garrison being transferred, if practicable, to Fort Pillow, which, I am informed, is a naturally and artificially strong position, about 100 miles above Memphis. Island No. 10, near New Madrid, could also be held by its garrison, assisted by Hollins' fleet, until the possession of New Madrid by the enemy would also compel that position to be evacuated.

* Probably Muscle. See pp. 572, 573.

I am clearly of the opinion that to attempt at present to hold so advanced a position as Columbus with the movable army under General Polk, when its communication can be so readily cut off by a superior force acting from the Tennessee River as a new base, would be to jeopardize not only the safety of that army, but necessarily of the whole Mississippi Valley. Hence, I desire, as far as practicable, specific instructions as to the future movements of the army of which I am about to assume the command. If it be necessary for the safety of the country to make with all my forces a desperate stand at Columbus, I am ready to do so.

I regret much that illness has prevented me from being already at my post, but during my stay here I believe I have made myself as well acquainted with your general views and intentions as circumstances have permitted, and which I will always be happy to carry into effect to the best of my abilities.

I am, general, very respectfully, your obedient servant,
G. T. BEAUREGARD,
General, C. S. Army.

General A. SIDNEY JOHNSTON,
Commanding Western Department, Bowling Green, Ky.

Order of Major-General Hardee, C. S. Army, to Brigadier-General Hindman, C. S. Army, regarding movement across the Cumberland River.

HEADQUARTERS CONFEDERATE ARMY OF KENTUCKY,
February 15, 1862.

GENERAL: Your dispatch just received. General Johnston wishes the command to march day and night until the Cumberland is crossed. General Hardee wishes you to reach Nashville at the earliest possible moment. Destroy barracks at Camp Trousdale, but do not destroy quartermaster's and commissary stores, as arrangements have been made, it is hoped, to remove them to Nashville. Sent you some cheering news to-night from Fort Donelson.

By order of Major-General Hardee:

W. D. PICKETT,
Assistant Adjutant-General.

Brigadier-General T. C. HINDMAN,
Mitchellville.

[Telegram.]

HEADQUARTERS WESTERN DIVISION,
Edgefield, February 17, 1862.

General Johnston directs you to move your command to Murfreesboro (instead of Nashville) without delay. Press all the wagons you need. Fort Donelson has fallen, and General Floyd's army is captured after a gallant defense.

Respectfully,

W. W. MACKALL.

Major-General CRITTENDEN,
Commanding, Chestnut Mound, [Tenn.].

[Telegram.]

MEMPHIS, TENN., [February] 18, 1862.

Fort Donelson has fallen and Nashville will fall into the hands of Federals. No stand can be made there. Give me your plans. I will rally all the Tennesseans possible and go with them myself to our army.

ISHAM G. HARRIS.

HON. JEFFERSON DAVIS.

[Endorsement.]

B. N. H. [ARRISON]: File.

J. D.

[Telegram.]

RICHMOND, February 19, 1862.

Proceed forthwith with all your force to Memphis for orders. If you shall receive none there, go on at once to Columbus and co-operate with the military forces there.

S. R. MALLORY.

Flag-Officer G. N. HOLLINS.

[Endorsement.]

A dispatch ordering me up the river, thereby doing what the enemy wished. After this order was complied with, McClellan gave his instructions to the "Beast" to go on to New Orleans.

G. N. H.

FEBRUARY 19, 1862.

Letter from Captain Gray, C. S. Army, to Captain Guthrie, C. S. Navy, referring to progress on defenses at Island No. 10.

ENGINEER'S OFFICE, ISLAND No. 10,
February 19, 1862.

CAPTAIN: Commodore Whittle, who has just left this post to proceed down the river, has requested me to say to you by letter that he wishes the iron traverse circles and screws for the four 8-inch guns forwarded as soon as possible to this place.

We find the timber we get here for our platforms will not stand much service under a 64-pounder without the iron traverse plates. We are using all haste in completing our defenses at this point, and the commodore left early this morning to hasten up the steamer *Vicksburg* with the remainder of our guns.

We shall be glad to secure the circles as early as possible, as our new artillerymen in drilling use up our platforms very fast.

I am, captain, very respectfully yours,

A. B. GRAY,
Captain, C. S. Army, Engineer in Chief, Island 10.

Captain J. J. GUTHRIE, C. S. Navy,
Comdg. C. S. Floating Battery New Orleans, Columbus, Ky.

Report of General Beauregard, C. S. Army, explaining cause of delay in assuming command assigned and referring to military conditions and operations.

JACKSON, TENN., February 21, 1862.

GENERAL: I regret profoundly to have to acquaint the War Department that my ill health has made it improper for me as yet to assume the command assigned me.

In accordance with instructions, I repaired with as little delay as practicable to Bowling Green, Ky., and reported to General A. S. Johnston, commanding the department, on the night of the 4th instant. After several interviews with him, and the fall of Fort Henry, an informal conference was held at my lodgings on the 7th instant, at which General Johnston, Major-General Hardee, and myself were present, for the consideration of the military exigency. On that occasion it was determined that Fort Henry having fallen, and Fort Donelson not being long tenable, preparations should be made at once for the removal of the army on that line in rear of the Cumberland River at Nashville, while a strong point on that river, some few miles below the city, should be fortified forthwith against the approach by that way of gunboats and transports.

The troops then at Clarksville were to be thrown across to the southern bank of the Cumberland, leaving only a sufficient force in the town to protect the manufactories and other property in which the Confederate Government was interested.

In the event of a further retrograde movement becoming inevitable, Stevenson, [Ala.?], was chosen as a suitable point for a stand, and subsequent movements were to be determined by circumstances.

It was likewise determined that the possession of the Tennessee River by the enemy consequent upon the capitulation of Fort Henry, must break the direct communication between the army at Bowling Green and the one at Columbus, which henceforward must act independently of each other until they can again be brought together. Meantime the first must defend the State of Tennessee along the line already indicated; the second that part of the State included between the Tennessee and Mississippi rivers. But as the possession of the Tennessee River by the enemy had also rendered the communications of the army at Columbus liable to be cut off at any time from that river by an overflowing force of the enemy rapidly concentrated from the various points of the Ohio, it had become further necessary to guard and provide against such a calamity, to which end it was decided that the main force in occupation of Columbus should fall back upon Humboldt, and thence, if need be, to Grand Junction, so as to protect Memphis from either point and still secure a line of retreat to the latter place or Grenada, Miss., or even to Jackson, of that State.

Finally, at Columbus, left with a sufficient garrison for the defense of the works there, assisted by Hollins' gunboats, a desperate defense of the river was to be made. But at the same time transports were to be collected and held near by for the prompt removal of the entire garrison when the position was no longer tenable in the opinion of the commanding officer. Meanwhile Island No. 10 and Fort Pillow would be fortified for defense to the last extremity, assisted

by the naval gunboats, which, as a last resort, would retire to the vicinity of Memphis, where another resolute stand should be made.

Five days later, in view of existing conditions, I addressed to General Johnston a paper, a copy of which I now transmit for the information of the War Department.

On reaching here I received information that confirmed my views in great part as set forth in that letter, and satisfied me that to attempt to hold Columbus with any force now at my disposition could only result in an early fate like that of Fort Donelson and the loss of the Mississippi Valley as a necessary consequence. Unfit physically to visit Columbus, I requested General Polk and Governor Harris to meet me here. They did so. Meantime your reply to my telegraphic dispatch, touching the further occupation of Columbus, had been received. Arrangements were made for the prompt defense of Island No. 10, a position naturally of great strength, and New Madrid; for the early evacuation of the position at Columbus, and removal of the large stores of supplies and munitions now there in such a way as to avoid publicity. These new lines can be made of great strength with a garrison of about 5,000 men, thus leaving free my main force for maneuver and "defensive, active" operations against the enemy as he shall penetrate the country by the avenues now unfortunately in his possession.

Respectfully, general, your obedient servant,

G. T. BEAUREGARD,
General, C. S. Army.

General S. COOPER,

Adjutant and Inspector-General, Richmond, Va.

Confidential circular from General Beauregard, C. S. Army, sent to the governors of Tennessee, Alabama, Mississippi, and Louisiana.

JACKSON, TENN., *February 21, 1862.*

DEAR SIR: As you are aware, heavy disasters have recently befallen our arms on the Kentucky border. The Tennessee River is in possession of the enemy since the capture of Fort Henry. The evacuation of Bowling Green and subsequent fall of Fort Donelson, with a large loss of officers, men, arms, and munitions, have so weakened us on that line that Nashville can only be held by superhuman energy, determination, and courage. At the same time the direct communications of the forces at Columbus with those under General A. S. Johnston are broken, and the two armies effectually isolated from each other. With the enemy in command of the Tennessee River, the position at Columbus is so endangered from a land approach from that river by a greatly superior force, that its fall must be regarded as certain unless extraordinary efforts are made to reinforce its present small army of occupation. I need not dwell upon the consequences of such a disaster. Suffice it to say it would involve the immediate loss to the Confederate States of the Mississippi River and Valley.

In view of the palpable situation I am instructed to evacuate Columbus and take up less vulnerable positions on and in the vicinity of Island No. 10 and at New Madrid. In the execution of this

measure, however, much will depend on the energy with which our enemy may follow up his late successes, and whether he will give us time to withdraw and receive his onset elsewhere.

Coming to this command at such a crisis, I have been filled with a profound anxiety and sense of the necessity for a prompt, resolute encounter with the exigency in time to prevent an irrevocable defeat. Columbus is now occupied by but about 12,000 men of all arms. At Island No. 10 and New Madrid are some 4,000 more, to which add Ruggles' brigade, and are under General Chalmers at Iuka, say, 5,000 more. Thus you will perceive I have a force at my disposition of but 21,000. If we remain supine and unaroused to the dangers accumulating day by day, awaiting the advance of the enemy, he will assemble such a force as to insure his success and a repetition of the late disasters only with more desolating consequences.

Hence, I have thought I would submit for the consideration of the governors of the Mississippi Valley States a plan which I deem most practicable for the recovery of our losses and defense of this river, and call upon them for the means of execution.

I propose that the governors of the States of Tennessee, Mississippi, and Alabama and your excellency shall each furnish me with from 5,000 to 10,000 men; armed and equipped, with the utmost possible celerity, for time is precious and dispatch essential to success. I shall call on General Van Dorn to unite his forces with mine, and leaving a suitable garrison at Columbus, with troops to guard and hold my rear at Island No. 10, I would then take the field with at least 40,000 men, march on Paducah, seize and close the mouths of the Tennessee and Cumberland rivers. Aided by gunboats I could also successfully assail Cairo, and threaten, if not indeed take, St. Louis itself.

In this way, be assured, we may most certainly and speedily recover our losses and insure the defense of the valley of the Mississippi, and every man you may send me will really be placed in the best possible position for the defense of his own home and hearthstone.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, C. S. Army.

[Endorsement.]

This confidential circular was sent by special messengers to the governors of Tennessee, Alabama, Mississippi, and Louisiana, the rendezvous of the troops furnished to be as follows: Those from Tennessee, at Jackson, Tenn.; from Alabama, at Corinth; from Mississippi, at Grand Junction; from Louisiana, at Jackson, Tenn., if by railroad, and at Columbus, Ky., if by water.

G. T. B.

Order of General Beauregard, C. S. Army, to Major-General Van Dorn, C. S. Army, for cooperation in the defense of Columbus, Ky., and Island No. 10.

JACKSON, TENN., *February 21, 1862.*

MY DEAR GENERAL: By the fall of the Tennessee and Cumberland rivers the forces under General Polk (now to be under me) are entirely cut off from those under General A. S. Johnston, and must now depend upon themselves alone for the defense of the Mississippi River and of contiguous States. The fall of Columbus and of Island No. 10, must necessarily be followed immediately by the loss of the whole Mississippi Valley to the mouth of the Mississippi River. The fate of Missouri necessarily depends on the successful defense of Columbus and of Island No. 10; hence we must, if possible, combine our operations not only to defend those positions, but also to take the offensive as soon as practicable to recover some of our lost ground. I have just called on the governors of Tennessee, Louisiana, and Mississippi for 5,000 men from each State. I have 15,000 disposable for the field. If you could certainly join me, via New Madrid or Columbus, with 10,000 more, we could thus take the field with 40,000 men; take Cairo, Paducah, the mouths of the Tennessee and Cumberland rivers, and most probably be able to take also St. Louis by the river. What say you to this brilliant programme, which I know is fully practicable if we can get the forces? At all events, we must do something or die in the attempt; otherwise all will be shortly lost.

Yours, truly and sincerely,

G. T. BEAUREGARD,
General, C. S. Army.

Major-General EARL VAN DORN,
Commanding, etc., Pocahontas, Ark.

P. S.—I expect also the cooperation of twelve gunboats from New Orleans. I will inform you of the governors' answer as soon as received.

[Telegram.]

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,
Columbus, Ky., February 26, 1862.

I have reason to believe that the enemy is preparing an attack on New Madrid. I desire you would stop three of the gunboats at that place for the purpose of supporting the land force in the contemplated attack.

General McCown will be in command so soon as his force can reach there.

Respectfully, your obedient servant,

L. POLK,
Major-General, Commanding.

Flag-Officer HOLLINS.

P. S.—I desire one of the gunboats to cruise up and down the river to keep the way open, and to that end have addressed a note to Commodore Whittle.

Letter from Colonel Withers, C. S. Army, to certain Members of Congress, outlining a plan for the defense of the Mississippi River.

RICHMOND, VA., February 28, 1862.

GENTLEMEN: Having been specially called upon to reduce to writing my plan for defending the Mississippi River, I herewith submit the following brief outline:

I state at the outset that I think it would be improper to remove a single soldier or a single piece of artillery from the river above Memphis. On the contrary, our defenses at and above Memphis should, if possible, be rendered impregnable without delay. As, however, it is possible that Memphis may ultimately fall into the hands of the enemy, I propose that fortifications of a formidable character be simultaneously erected at Helena, Vicksburg, Natchez, Fort Adams, Baton Rouge, and New Orleans. The supply of timber is ample to build frames for casemates, and these, covered deeply with earth and sodded with Bermuda grass, might be made impervious to shot or shell. The question naturally suggests itself: How is this vast system of defenses to be erected in time to resist the advance of the enemy's gunboats? I reply, by the surplus slave labor of the South. As but little cotton will be planted, those who are familiar with the cotton region know that all the open land can be readily cultivated in corn and other grain by the women, boys, and children, thus leaving almost the entire force of men available for work on the proposed defenses. If this plan, of bringing to the aid of the Government the able-bodied slaves, be adopted, immense results could be surely and speedily accomplished. When the fortifications are erected, the great question will be to furnish them with proper armaments. This can only be accomplished by prompt, energetic, and persevering effort. Let all our large foundries be at once put to work on ordnance and ordnance stores. Let their capacity be increased and air furnaces be erected, so as to meet the urgent demand for the manufacture of heavy guns. Let every furnace within our limits for smelting ore be worked to its full capacity, and if necessary let new ones be established. The supply of iron in our Confederacy is alarmingly deficient. Here again the surplus slave labor in the cotton States can be brought to bear with telling effect. The work of mining and smelting iron and lead ore is very simple, and an adequate supply can only be obtained in time to meet our wants by resorting to slave labor. By energetic action we can gradually place adequate armaments in these fortifications one by one, beginning at the one highest up the river. New Orleans, Memphis, and Vicksburg have extensive foundries, and if stimulated and encouraged, they can do much toward furnishing armaments for the works. If the proposed plan be adopted, not only will the Mississippi be dotted with frowning batteries, but they can, by the same means, be erected in the interior of the country wherever needed. Thus our slaves, which our enemies consider an element of weakness, can be converted into a powerful and reliable means of defense. The fight at Fort Donelson has developed the fact that the boasted invulnerability of the enemy's gunboats is a myth. Every one of the gunboats was disabled in little over one hour, though the armament of the fort was small and none of the guns were of very large caliber. With batteries such as I pro-

pose, we can successfully resist the entire fleet of the enemy in the Western waters. If, however, we should be defeated at one point, we could so cripple their boats as to give our army time to fall back to the next defense below before their boats could advance, and thus contest every strong position on our great river. As matters now stand, if Memphis should fall, there is nothing to prevent the enemy's gunboats from desolating the country on both banks of the Mississippi to within gunshot of New Orleans. The results of an expedition down the river by the enemy no one can estimate. Our slaves in the valley are generally congregated in large numbers on extensive plantations, the owners of which are frequently nonresidents. Consequently, the institution loses there in a great degree the patriarchal character it assumes where the master and family reside on the plantation. Deplorable and most disastrous results would surely follow the appearance of the enemy's gunboats in the waters of the Southern Mississippi. We need prompt action. Can not the Government be induced to call on the planters without delay for their surplus slave labor to accomplish the end proposed? No one who is familiar with our people can doubt the result of the call. Surely the security of our homes and firesides is worth the effort. Independent of the physical, the moral effect of carrying out the plan proposed will be immense. It will inspire our people who reside on or near our great river with confidence. It may perhaps deter our enemy from making the attempt to descend the river, and it can not fail to have a salutary influence on our slave population.

Respectfully, yours,

WM. T. WITHERS.

HON. JOHN PERKINS, CHARLES M. CONRAD, H. C. CHAMBERS, GUSTAVUS A. HENRY, and others.

[First endorsement.]

The undersigned regard the suggestions of General Withers of such importance that we respectfully call them to the attention of the President.

JOHN PERKINS, JR.
D. F. KENNER.
LUCIUS J. DUPRÉ.

[Second endorsement.]

I approve of the general outline of the plan of defending the Mississippi Valley suggested by Mr. Withers, leaving the details to be carried out by competent officers, and earnestly recommend that it be carefully considered by the military authorities.

C. M. CONRAD.

[Third endorsement.]

We regard the within suggestions as highly important, and hope they will command the earnest attention of the Administration.

A. H. GARLAND,
GRANDISON D. ROYSTON,
THOMAS B. HANLY,
F. I. BATSON.

Arkansas.

[Fourth endorsement.]

We concur in the foregoing suggestions, and beg leave respectfully to commend them to the favorable consideration of the President.

E. BARKSDALE,
J. W. CLAPP,
J. J. McRAE,
O. R. SINGLETON,
R. DAVIS,
Mississippi.

[Fifth endorsement.]

The recommendation, so far as of practical execution, seems to be identical with the plan adopted.

J. D.

SECRETARY OF WAR.

Report of Brigadier-General McCown, C. S. Army, expressing fears for the safety of New Madrid and Island No. 10.

MADRID BEND, March 1, 1862—9 p. m.

DEAR COLONEL: The enemy's cavalry chased General Jeff Thompson from Sikeston to-day—he says one regiment. Their main force yesterday reported at Benton, said to be 25,000 or 30,000, including one mortar and siege pieces.

* * * * *

What I fear most is that the enemy's gunboats may pass this place unless they give me a few days to prepare for them. The guns and ammunition arrived here in the greatest confusion. I shall mount guns and throw up breastworks afterwards. If the gunboats pass and defeat Hollins, New Madrid must fall. * * *

I have not half force enough to fight in any other way than behind my trenches on the river shore with any certainty of success. I have two batteries opposite No. 10 and the other at Madrid. If forces could be massed at Madrid, that force could be destroyed, but should their gunboats pass, the force could be cut off from Tennessee. I will fight the gunboats as long as they desire, but I fear they will try the Port Royal game on me. Unless I have time, I fear they may succeed. However, I hope after they pass that I may turn them over to Commodore Hollins in a shattered condition. Commodore Hollins has five gunboats, four at New Madrid and one here.

Yours, sincerely,

J. P. McCOWN,
Brigadier-General.

Colonel THOMAS JORDAN,
Jackson, Tenn.

Order of Flag-Officer Hollins, C. S. Navy, to Lieutenant Guthrie, C. S. Navy, commanding floating battery near Island No. 10.

FLAGSHIP McRAE,

New Madrid, Mo., March 2, 1862.

SIR: Upon consultation with General McCown to-night we have considered it best to bring the battery under your command and place it under the northwest end of the island, where it will command the inner channel and be protected by the batteries. You will therefore consult with General McCown, who will designate the point.

Respectfully, etc.,

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant Commanding J. J. GUTHRIE,
Commanding the Floating Battery, Island No. 10.

Report of Brigadier-General McCown, C. S. Army, regarding an engagement with the enemy at New Madrid, Mo.

NEW MADRID, Mo., March 5, 1862.

GENERAL: Colonel Richmond left here last evening. At 12 o'clock last night the enemy drove in our pickets at the upper fort at this place. The guards at the lower fort repulsed them easily. This guard was from Colonel [Thomas M.] Scott's regiment. Artillery was then opened upon us. Our gunboats returned the fire and soon drove them back. No attack was made by infantry upon our works.

If 30,000 or 40,000 men could be thrown promptly to Point Pleasant the force in my front could be defeated and captured. I throw out this suggestion. I admit that if their gunboats should pass Island No. 10 and defeat Commodore Hollins, that force would be cut off from Tennessee. If such an enterprise was undertaken the transports carrying the troops should rendezvous at Tiptonville. The sooner undertaken the easier performed.

I send this by Captain [R. A.] Lewis.

Yours, etc.,

J. P. McCOWN,
Brigadier-General.

General LEONIDAS POLK,
Commanding.

N. B.—The Federal troops were cheering for General McClelland last night.

Two Federals were wounded and are prisoners. Number of articles were taken—blankets, etc.

Additional report of Brigadier-General McCown, C. S. Army, regarding the engagement at New Madrid, Mo.

MADRID BEND, March 5, 1862—9 p. m.

GENERAL: I am just from New Madrid. The pickets have been fighting all day. The enemy was in line, only out of range of our guns. One piece (6-pounder) was advanced to within 400 yards of

our pickets. I directed the pickets not to notice it. I shall risk nothing in the field with my small force.

Guns are being rapidly mounted at this place. Gun carriages, ammunition, etc., came here in such confusion that it is difficult to find anything.

I fear that Battery No. 1 will be next to useless.

Guns of all kinds, forty-seven. All I fear is that the Federal gunboats may close their ports and run past. We have not a single magazine here. I received your telegram of the 3d instant. New Madrid must be in our possession. To hold this without New Madrid would require a much larger force than I have.

If New Madrid is in our possession and we can keep back the gunboats, a force could be landed near Point Pleasant and the force in my front captured.

I have not yet been able to turn my attention to Tiptonville. The island opposite that place is under water.

It is useless to deny that my condition is critical in the extreme. I shall do all in my power. My command is in fine spirits.

Yours, etc.,

J. P. McCOWN,
Brigadier-General, Commanding.

Major-General LEONIDAS POLK.

Letter from General Beauregard, C. S. Army, to Brigadier-General Ruggles, C. S. Army, acknowledging reports of the repulse of the enemy at Pittsburg.

JACKSON, TENN., March 6, 1862.

DEAR GENERAL: I received through Colonel Olivier your letter of the 4th instant, enclosing report of the gallant repulse of the enemy's troops and gunboats at Pittsburg by a part of Colonel Mouton's regiment, the Eighteenth Louisiana. You will please express to him my thanks at this brilliant success on his first encounter with the enemy. I hope it is only the forerunner of still more gallant deeds on the part of his regiment.

Being still unwell, I have requested General Bragg to furnish you with all necessary instructions.

I remain, yours, respectfully,

G. T. BEAUREGARD,
General, Commanding.

Brigadier-General DANIEL RUGGLES,
Commanding at Corinth, Miss.

Report of Brigadier-General McCown, C. S. Army, regarding affairs at Madrid Bend, Mo.

HEADQUARTERS,
Madrid Bend, March 7, 1862.

GENERAL: Yesterday the enemy appeared at Point Pleasant. At my request Commodore Hollins sent two gunboats to remove all means of crossing from the Missouri shore. Several shots (6-pounders) were fired at the *Kentucky*. The gunboats soon removed

the annoyance. Should I fail to hold New Madrid, it would require 10,000 men to maintain my position in the bend, unprotected by works as it is. I consider New Madrid of great importance. I shall not relinquish it without a struggle. We have fifty guns of all sorts mounted on Island 10 and on shore opposite, including siege guns and floating battery. The carriages for many of our best guns can't be found. Where are they? The guns mounted are not all protected by works.

A captain in Colonel Travis's regiment was seriously wounded yesterday.

I have not been able yet to send any force to Tiptonville except a small force of cavalry. Can't the force in my front at New Madrid be cut to pieces or captured? All I can do is to hold what I have and risk nothing.

Yours, etc.,

J. P. McCOWN,
Brigadier-General.

General LEONIDAS POLK,
Commanding.

[Telegram.]

JACKSON, TENN., *March 8, 1862.*

Use gunboats in keeping river open below New Madrid in case of necessity.

G. T. BEAUREGARD.

General McCOWN,
New Madrid (via Union City), Tenn.

Report of Brigadier-General McCown, C. S. Army, advising that a strong force would be required to hold the Mississippi at Madrid Bend.

HEADQUARTERS,
Madrid Bend, March 9, 1862—11 p. m.

GENERAL: I send a copy of a communication from Commodore Hollins. The enemy is erecting works at Point Pleasant. Their force is heavy. Time will wear out my command. The force in my front can be cut to pieces and captured if a strong force is promptly thrown here. If I should have to give up New Madrid it would require a stronger force than I have to hold this bank of the river.

I believe an attempt will be made to pass Island No. 10. My command is in good spirits.

J. P. McCOWN,
Brigadier-General.

General LEONIDAS POLK,
Commanding.

[Enclosure.]

FLAGSHIP McRAE,
New Madrid, [Mo.], March 9, 1862.

GENERAL: The report of the commanders of the gunboats *Polk* and *Pontchartrain* convince me that unless a force can be landed either at Point Pleasant or this side of it and the enemy driven from that

place the navigation from below will virtually be cut off. The gunboats can drive them back from the bank while they are firing, but they fall back out of reach and advance again as soon as the gunboats leave. The enemy are said to have moved a large force to that place. I should say that unless large reinforcements are sent to you to meet the enemy now in our front, we shall either be compelled to leave this place or give up our communication in transports from Tiptonville to this place.

I would suggest planting a good heavy battery on the Tennessee side to shell them in conjunction with the river battery and the gunboats. This may obviate the difficulty until your reinforcements arrive, and if you have a mortar it could be used to great advantage.

I am, very respectfully, your obedient servant,

GEO. N. HOLLINS,
Flag-Officer.

General McCOWN,
Commanding Forces.

[Telegram.]

MADRID BEND, *March 10, 1862—noon.*

From the best information I can obtain—notwithstanding Captain Gray's assurance to the contrary—I am inclined to believe that the enemy may be able to occupy some point on the Missouri shore (Riddle's Point) below Tiptonville, at least with light guns. The Federals are fortifying. All quiet. If the gunboats stop to attack No. 10, I will capture them. All I fear is their running past. Commodore Hollins gives me the most hearty cooperation.

J. P. McCOWN,
Brigadier-General.

General POLK.

[Telegram.]

CORINTH, [MISS.,] *March 11, 1862.*

The water has fallen and the enemy's boats can not now pass Colbert Shoals.

I have had a reconnoissance made below Eastport, and from all that I can learn Chalk Bluffs, below Savannah, is the only good point to fortify. I think the guns useless where they are.

JAMES R. CHALMERS,
Brigadier-General.

General RUGGLES.

[Telegram.]

HUMBOLDT, *March 12, 1862.*

A messenger just in from General McCOWN states the enemy have moved down from New Madrid to neighborhood of Point Pleasant. All quiet at our forts. Our gunboats keeping the enemy from estab-

lishing works on the river. Estimated force 15,000, with 70 pieces of light artillery. Fifty-two heavy guns mounted at Island 10 and Madrid Bend.

Will give accurate information as to ammunition and supplies of the force on the river in a day or two.

L. POLK.

General BEAUREGARD,
Jackson.

Report of Brigadier-General McCown, U. S. Army, regarding operations of the enemy at Point Pleasant.

MADRID BEND, *March 12, 1862.*

COLONEL: I received yours of March 10. As soon as I can determine the guns required here, I shall forward the remainder to Fort Pillow. As soon as a gunboat opens fire upon the enemy they disappear, but return as soon as the boat leaves. They are fortifying Point Pleasant. I have placed two 24-pounder siege guns and a company of cavalry opposite that point.

If they assault the works, I believe they will be repulsed with loss with the cooperation of Commodore Hollins. Here I desire to say that Commodore Hollins, as well as all his command, have given me the most hearty support in everything. I feel confident of defeating the enemy's gunboats if they stop to fight. If they run past, I shall endeavor to pass them in a crippled state to Commodore Hollins.

Yours, sincerely,

J. P. McCOWN,
Brigadier-General, Commanding.

Colonel THOMAS JORDAN,
Adjutant-General, Jackson, Tenn.

[Telegram.]

JACKSON, TENN., *March 12, 1862.*

General Chalmers telegraphs from Iuka:

Some of the boats in sight at Eastport when my pickets left at 6 o'clock this morning. Enemy were at Savannah last night with thirty-three transports and three gunboats. Did not disembark wagons and horses. All on board at sunset. They said they would start for railroad this morning early. There is not water enough for the gunboats to go to Florence. They will stop at Pittsburg or Eastport. The enemy took in all pickets and guards at night.

Later.—Shelling Eastport; two gunboats in sight.

I advise you to keep your forces well in hand for any movement.

G. T. BEAUREGARD,
General, Commanding.

Major-General POLK.

[Telegram.]

EASTPORT, *March 12, 1862.*

Country admirably adapted for a small force to hold a large one in check, and if he lands I can hold him back until reinforcements can reach me. I am inclined to think the landing will be at Hamburg and the march on Corinth. The women and children in that region on the river were warned by the enemy to leave. I have cavalry pickets on both sides of the river and extending to the enemy's lines. One gunboat badly crippled. They fought from the Eastport Landing, which is called 10 miles from Chickasaw, where our battery was. It may have been to test the range of our guns and their effect at the Eastport Landing. If I had the means I would move the battery this side of Bear Creek. The gunboats can not go above Chickasaw. I will keep you informed. No bridges between Eastport and Iuka.

JAMES R. CHALMERS,
Brigadier-General, C. S. Army.

General BRAGG,
Jackson, Tenn.

[Telegram.]

HEADQUARTERS WESTERN DEPARTMENT,
Corinth, Miss., March 24, 1862.

The following dispatch received from Major-General Crittenden:

IUKA, [March] 24, [1862].

Colonel Looney, in command at Eastport, reports exchanging shots with gunboats of enemy to-day; that they are landing troops from two transports at mouth of Yellow Creek.

BRAXTON BRAGG,
Major-General.

Major-General POLK.

[Telegram.]

MEMPHIS, *April 10, 1862.*

Twenty boats are ordered up White River to report to you for duty. There are some of the largest class boats lying at and above the mouth of the river, which, I understand, could go to Des Arc if they would. They were ordered to go as far up the river as possible. I am doing all in my power to provide forage.

W. J. ANDERSON,
Major and Quartermaster.

General VAN DORN,
Des Arc.

Letter from General Beauregard, C. S. Army, to Lieutenant Guthrie, C. S. Navy, requesting inspection of gunboats under construction at Memphis, Tenn.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Jackson, Tenn., March 18, 1862.

CAPTAIN: In view of the pressing necessity for gunboats on the Mississippi as a part of defense of the valley, the general commanding directs me to ask that you will proceed at once to Memphis and inspect the state of construction of the two gunboats there being built for the Government. Please ascertain under whose superintendence these boats are being constructed, and make a detailed report of their condition, time necessary to complete them, with such suggestions and details as you may deem necessary about them.

The general further desires that you will remain and overlook their construction in the interest of the service, and as an agent of the Government, until otherwise directed by your immediate superior officer of the Navy Department.

Respectfully, your obedient servant,

THOMAS JORDAN,
Assistant Adjutant-General.

Captain JNO. J. GUTHRIE.

[Telegram.]

DECATUR, March 19, 1862—2 p. m.

It is reported by my engineer that the enemy have no ironclad gunboats on the Tennessee. Field batteries can be used effectively against their gunboats.

A. S. JOHNSTON.

Major-General HARDEE,
Tuscumbia.

Report of Brigadier-General Stewart, C. S. Army, regarding affairs at Fort Pillow.

HEADQUARTERS,
Fort Pillow, March 21, 1862.

SIR: In compliance with your telegram of this date I forward, via Memphis, a report of this command, including negro laborers and some half dozen men or more belonging to Captains Neely's and Haywood's cavalry.*

What we most need here is the remainder of the ten columbiads (four are here), which I learn have been ordered here, and their carriages; parts of carriages have arrived. If not already done, I would be glad if you would dispatch orders to the proper points along the line they were to come to hasten up the guns and their carriages.

* Report not found.

One battery of eight smoothbore 32s has 3 or 4 inches of water on the platforms and 3 feet of water in rear of the platforms. I think the guns can be used, and that it will be preferable to attempting to move them. If we had the columbiads here in position we might defy the gunboats.

Captain Harris has shown me a telegram of this date respecting the land defenses at this point. It is barely possible that General Beauregard may not be aware of the existence of a line of intrenchments in our rear some $3\frac{1}{2}$ miles in length, and requiring a garrison of 15,000 to 20,000 men to line it. A rear defense for 3,000 men would have to be thrown up entirely within the existing Fort Pillow, and would require some days for its construction.

I have deemed it important just now to direct all our labor on the river defenses, and hope yet to be able to stop the enemy's fleet should it pass [Island] No. 10.

I am, colonel, very respectfully, your obedient servant,

A. P. STEWART,

Brigadier-General, Commanding.

Colonel THOMAS JORDAN,
Assistant Adjutant-General.

Order of the Secretary of the Navy to Flag-Officer Hollins, C. S. Navy, regarding operations on Mississippi River.

C. S. NAVY DEPARTMENT,
Richmond, Va., April 8, 1862.

SIR: * * * This vessel [*Manassas*] is a novelty in her construction, and the Department relies upon you to make her formidable to the enemy. Strike a blow when and where you can; the harder the better. At this distance from the scene of action, I can not attempt to direct your movements in detail, but having entire confidence in your zeal and professional ability, I can only enjoin you to watch the enemy, and to assail and destroy him whenever you can.

* * * * *

I am, respectfully, your most obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Flag-Officer GEORGE N. HOLLINS,
Comdg. Naval Defenses, Mississippi River, Memphis, Tenn.

[Telegram.]

FORT PILLOW, *April 9, 1862.*

These boats of the enemy are heavy iron gunboats, either one of which is heavier than all of mine. Have passed Island No. 10. I see nothing that I can do against them in a fight. My vessels might render good service at the mouth of the river. I await your answer.

GEO. N. HOLLINS.

S. R. MALLORY.

[Telegram.]

RICHMOND, *April 10, 1862.*

I hope the *Louisiana* will leave New Orleans and join you immediately. She was to have been ready to-day. The ship built by Tift, called the *Mississippi*, will join you at the earliest moment. Your proposition to quit the enemy and to go to the mouth of the Mississippi, can not be entertained. You must oppose his descent of the river and his movement of vessels and troops at every step.

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer GEORGE N. HOLLINS,
Fort Pillow, Tenn.

[Telegram.]

RICHMOND, *April 10, 1862.*

Dispatch of to-day revoked. Cooperate with army; harass and annoy the enemy; employ your squadron to the best advantage, but do not go down the river as you propose without overwhelming necessity and first advising me. Your duty is to do all in your power to resist the enemy's descent of the river.

S. R. MALLORY,
Secretary Navy.

Flag-Officer G. N. HOLLINS.

FORT PILLOW, *April 10, 1862.*

The above just received and forwarded. Under these circumstances I shall await your answer before leaving. Pinkney not yet back. Gunboats brought down sixty men; few horses, mules, corn, and cotton.

T. B. HUGER,
Commanding McRae.

Flag-Officer G. N. HOLLINS.

[Endorsement.]

A dispatch exposing the ignorance of the Navy Department.
April 10, 1862.

G. N. H.

[Telegram.]

RICHMOND, VA., *April 11, 1862.*

Your dispatch received yesterday, proposed to abandon opposition to the enemy's descent of the river by your fleet, and to carry your fleet to the mouth of the river. This proposition is totally inadmissible. Every effort that nautical skill, invention, and courage can put forth must be made to oppose the enemy's descent of the river, and at every hazard.

You inform me that you have gone to New Orleans at the urgent request of Captain Whittle. You will therefore send these orders

to the senior in command of your squadron by telegraph. The *Louisiana* must join your squadron at the earliest practicable moment.

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer GEORGE N. HOLLINS,
Care Captain Wm. C. Whittle, Commanding at New Orleans.

[Telegram.]

BATON ROUGE, *April 11, 1862.*

SIR: At the request of Commander Whittle for my immediate presence in New Orleans I determined to proceed thence to Montgomery. Fleet is on its way up the river. Will you order mine down the river? I can render effective service below. Commander Pinkney is in charge of the vessels at Fort Pillow.

GEO. N. HOLLINS,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of the Secretary of the Navy to Flag-Officer Hollins, C. S. Navy, transmitting transcript of dispatches already forwarded.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, April 11, 1862.

SIR: The following dispatches were sent to you:

April 10, 1862.—Dispatch of to-day revoked. Cooperate with the army; harass and annoy the enemy; employ your squadron to the best advantage, but do not go down the river as you propose without overwhelming necessity and first advising me. Your duty is to do all in your power to resist the enemy's descent of the river.

April 10, 1862.—I hope the *Louisiana* will leave New Orleans and join you immediately. She was to have been ready to-day. The ship built by Tift, called the *Mississippi*, will join you at the earliest moment. Your proposition to quit the enemy and go to the mouth of the Mississippi can not be entertained. You must oppose his descent of the river and his movement of vessels and troops at every step.

April 11, 1862.—Your dispatch, received yesterday, proposed to abandon opposition to the enemy's descent of the river by your fleet and to carry your fleet to the mouth of the river. This proposition is totally inadmissible. Every effort that nautical skill, invention, and courage can put forth must be made to oppose the enemy's descent of the river, and at every hazard.

You inform me that you have gone to New Orleans at the urgent request of Captain Whittle. You will therefore send these orders to the senior officer in command of your squadron by telegraph. The *Louisiana* must join your squadron at the earliest practicable moment.

You will return to this Department the appointment sent for Mr. Gift.

I am, respectfully, your obedient servant,
S. R. MALLORY,
Secretary of the Navy.

Flag-Officer GEORGE N. HOLLINS,
Memphis, Tenn.

Extract from report of evidence taken before a joint special committee of the Confederate Congress to investigate the affairs of the Navy Department.

Mr. SEMMES. When did you leave New Orleans?

Commodore HOLLINS. I think on the 18th of April, about five days before New Orleans was taken.

Mr. SEMMES. But you operated in New Orleans some time before you brought off the fleet to go up to Columbus?

Commodore HOLLINS. That was, I think, about three months before that. It was about the time that Captain Whittle relieved me in February.

Mr. SEMMES. You recollect Fort Donelson fell about the 14th. Was it before or after that time that you went up the river?

Commodore HOLLINS. It was about that time.

Mr. SEMMES. What vessels constituted your fleet?

Commodore HOLLINS. The *McRae*, the *Livingston*, the *Maurepas*, the *General Polk*, and the *Ivy*.

Mr. SEMMES. Did you not have the *Manassas* at one time?

Commodore HOLLINS. She came part of the way up, but she was sent back again, having run aground and injured herself.

Mr. SEMMES. Were you engaged in conflicts with the enemy up the river?

Commodore HOLLINS. Sometimes. At New Madrid we were engaged off and on for nearly seventeen days—night and day.

Mr. SEMMES. We have seen a telegraphic dispatch from the Navy Department to you dated, I believe, the 14th of April, when you proposed to go down the river, countermanding that proposed movement. What motive had you in view in going down the river?

Commodore HOLLINS. I received a telegraphic dispatch from Captain Whittle, stating that the enemy were in force at the mouth of the river, and begging of me to come down; that my services were needed there.

Mr. SEMMES. Where did you receive the dispatch countermanding you?

Commodore HOLLINS. In New Orleans.

Mr. SEMMES. What was the condition of your fleet at the time you proposed to go to New Orleans with regard to powder?

Commodore HOLLINS. I don't believe I had twenty minutes' powder. I telegraphed before that that I had but half an hour's supply. I used a great deal of powder before that time in engagements with the transports which brought provisions and ammunition up to the army.

Mr. SEMMES. Why did you desire to go down with your fleet to New Orleans?

Commodore HOLLINS. To whip the enemy out of the river. I felt confident I could do it.

Mr. SEMMES. Please tell us the means by which you proposed to accomplish it.

Commodore HOLLINS. I considered that our boats had a great advantage in going down the stream. They were completely guarded with iron on their bows, and, not only that, I had 40 coal boats and I had 12,000 cords of lightwood, together with a large quantity of tar and stuffs of that kind to put on board of them. I should have gone

with these fire boats on each side of my gunboats, and run them immediately on board the enemy. I should have gone below the forts and attacked them. I knew that [they] were there in such numbers that if I attacked them they would run foul of each other and become so confused as to render them unable to do me any serious injury. I felt perfectly safe in going down. I knew the enemy never thought anything of passing Fort Pillow, and they stopped to attack the fort because it was absolutely necessary for them to silence it before they could get their transports by. The gunboats were no use without the transports, and hence it was necessary to silence the fort to enable them to pass. Our boats could have come down the mouth of the river in three days. I felt confident I would have whipped the enemy.

Mr. SEMMES. In a narrow stream like the Mississippi, the inequality between your fleet and that of the enemy was in a great degree counterbalanced by the immense number of the enemy's fleet, the difficulty of motion from that cause, and your coming downstream?

Commodore HOLLINS. It was, sir. I had also a great advantage in having all my guns forward, whereas they could not use their guns until they turned broadside, which would have thrown them across the river, thus crowding them together in inextricable confusion.

Mr. SEMMES. You would have possessed the advantage over them, you say, because of your guns being forward and theirs on the side?

Commodore HOLLINS. Yes, sir; and not only that, but the fire boats would have stricken terror into them. If it were not for these fire boats, I would never have driven them out of the river in the first instance.

Mr. SEMMES. Your boats were iron in front, were they not?

Commodore HOLLINS. They were, sir.

Mr. SEMMES. Was the caliber of your guns equal to that of the enemy?

Commodore HOLLINS. Not quite; but they could be brought to bear upon their boats with powerful effect.

Mr. SEMMES. Was your machinery in good condition?

Commodore HOLLINS. Yes, sir; but of course not equal to theirs.

Mr. SEMMES. So that your main reliance was upon the narrowness of the stream, your guns being in front, and your going down the river while they were going up?

Commodore HOLLINS. Yes, sir.

Mr. SEMMES. How many guns could you have brought to bear upon the enemy?

Commodore HOLLINS. I suppose about 20. They could have brought to bear upon me at most only 8 or 9, unless they turned broadside, and that would have given me complete advantage over them, because they would have been in each other's way.

Mr. PHELAN. In case they should have turned their broadside to you, were their sides not protected by chains?

Commodore HOLLINS. I heard so, but I don't think that was any protection, because the chains were cut through.

Mr. SEMMES. Would you have gone down below the raft?

Commodore HOLLINS. I would have gone down below the forts, and not given them a chance to come up. I should have caught them at their anchors.

Mr. SEMMES. Did you come down the river from any apprehension of the vessels of the enemy passing our forts above?

Commodore HOLLINS. No, sir. I never dreamed of their passing the forts until their army could take them by land. I now refer to Fort Pillow.

Mr. SEMMES. The vessels above were ironclad, were they not?

Commodore HOLLINS. Yes, sir; they could come by without any trouble; they wanted, however, to bring their transports, and that was their main object.

Mr. SEMMES. You said you received a telegraphic dispatch at New Orleans countermanding your projected movement down the river?

Commodore HOLLINS. I did, sir.

Mr. SEMMES. What did you do?

Commodore HOLLINS. I showed it to Governor Moore and others. I told him what I thought I could do. I was subsequently informed by Captain Whittle that Governor Moore and General Lovell and the captain himself telegraphed to the Department to let me remain and make a dash at the enemy.

Mr. SEMMES. What was the reply?

Commodore HOLLINS. There was no reply. I waited twenty-four hours for an answer, but none was received. The first intimation I received after that was a telegraphic dispatch to come on to Richmond immediately.

Mr. SEMMES. Did you come on?

Commodore HOLLINS. I did.

Mr. SEMMES. Did you see the Secretary of the Navy?

Commodore HOLLINS. I did. I received orders to be president of the board to examine midshipmen.

Mr. SEMMES. Was this matter about your recall from the command a subject of any conversation?

Commodore HOLLINS. I said nothing about it.

Mr. SEMMES. Did the Secretary say anything to you upon the subject?

Commodore HOLLINS. Nothing, sir. I told him if I was allowed to do what I proposed I should have whipped the squadron.

Mr. SEMMES. What did he say to that?

Commodore HOLLINS. He said nothing.

Mr. SEMMES. Where was your fleet when you were ordered from New Orleans here?

Commodore HOLLINS. At Fort Pillow. I could have gone back to it by rail in twenty-four hours from New Orleans.

Mr. SEMMES. How long would it have taken you to have gone back by water?

Commodore HOLLINS. Two days and two nights. Perhaps more.

Mr. SEMMES. What finally became of your fleet?

Commodore HOLLINS. It was burned, sir.

Mr. SEMMES. Where?

Commodore HOLLINS. At the mouth of the Yazoo River.

Mr. SEMMES. At the time it was burned was it supplied with guns and ammunition?

Commodore HOLLINS. I think not. I think all the guns and ammunition were left at Fort Pillow. The fleet was then brought down to the mouth of the Yazoo River and burned.

Mr. SEMMES. Was the burning to prevent them from falling into the hands of the enemy?

Commodore HOLLINS. So I have understood.

Question. You speak of your fleet up the river as the *McRae*, *Livingston*, *Maurepas*, *General Polk*, and *Ivy*. Where was the *Tuscarora*, *Pontchartrain*, and the floating dock—with the *Red Rover*?

Commodore HOLLINS. The *Tuscarora* caught fire going up and was left behind. The floating dock had gone up to Island No. 10, and there was blockaded by the enemy. The *Red Rover* was a boat more for the men to live on board of than for active service. She belonged to the floating dock, and was merely used for the accommodation of the men to live in. She was not armed at all. If I did not state that the *Pontchartrain* was there it was an accidental omission.

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* Afterwards U. S. S. Sallie Wood.

† Found also Sampson.

‡ Name changed to Pansy, October 24, 1862.

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* Known officially as Jackson.

